



COVERAGE DOSSEIR: June 2020

The month of June witnessed situation where the auto industry recommenced its operations but then the India China dispute gave it a knee-jerk. This created a hurdle in the recovery of the auto sector. Since Auto Component Manufacturers Association (ACMA) is in favour of 'Vocal for Local' campaign although some of the components that are imported from China are vital in building the product. We developed narratives to bring attention on the auto component industry by conducting series of interactions across media through virtual and telephonic interviews and disseminated a press release.

- Number of press releases disseminated: 1
- Number of media Interaction coordinated: 5
- Total coverage generated: 75
 - Print: 14
 - Online: 58
 - Electronic: 2
 - Webinar: 2

Activity 1:

We disseminated a press release on 'On Import Congestion'

Key messages landed:

- Auto component industry in India is committed to the 'Atma-Nirbhar vision'
- Non availability of a single component can hinder the recovery

Result: We were able to garner a total of 20 stories and coverage. The coverages were garnered in tier-1 portable like **Business Standard, The Hindu, ET Auto, Financial Express, etc.** and a Print coverage in **The Hindu, The Times of India, etc.**

Activity 2:

We arranged an interaction with Mr. Nishant Sharma, from Bloomberg Quint on 'The low paid jobs and labour issue'

Key messages:

- Long-pending demands on GST to be 18%
- Auto markets needs recovery or else firms catering to commercial vehicles will get shut

Results: The story appeared on the virtual and print platform.

Activity 3:

We planned an electronic interaction with the **ET Now** which lasted for 37 minutes on the topic 'India's dependence on China'.

Key messages:

- need to generate job opportunities
- Bring in investments
- Need to adopt self- reliance
- Need to bifurcate political and business stance

Results: The interaction aired for 37 minutes which appeared on the show called "**India Development Debate**".

Activity 4:

We planned a video interaction with Mr. Pranbihanga Borpuzari, Associate Editor, from Economic Times.com on 'Wary of public transport, Covid-19 may drive up demand for entry level vehicles, 2-wheelers.

Key messages:

- In the Auto sector the capacity utilisation was 8-10%
- Challenge of temporary workers is more in smaller companies

Results: The coverage aired in the on ET Rise for 25 minutes.

Activity 5:

We planned a telephonic interaction with **Arshad Khan from New Indian Express** on 'India China trade issue'

Key messages:

- Auto Components worried about the delay
- Hampering of their imports

Results: The coverage appeared in the New Indian Express.

Coverage Snapshots

Coverage Grid			
S.No	Publications	Headline	
Electronic			
1.	ET Now	India Development Debate	
2.	ET Rise	Auto sector must take a pause and recalibrate: ACMA president	
Webinar/Panel discussion			
3.	Mint	'3 big challenges' for auto parts sector amid Covid: ACMA president explains;	
4.	Auto Tech Review	Effects of New Normal on Mobility Industry	
Print			



















































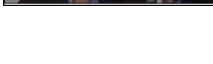















	The Times of India	Curbs on Chinese imports to hit the mfg ops, parts supply: Auto cos
6.	The Hindu	Auto exports tumble 73% on lockdown, delayed orders
7.	The Hindu	Auto, Pharma unready to wean off China
8.	Business Standard	Automobiles companies says disruption in Chinese imports will hurt their recovery
9.	Business Standard	India plans incentives to double auto exports
10.	Business Line	Do not delay clearance of imported Chinese components: Auto Industry
11.	Business Line	Auto sector must take a pause and recalibrate: ACMA Chief
12.	The Financial Express	Imports clearance delay to hit production: SIAM, ACMA
13.	Mint	Lenders see small and medium business making a recovery soon
14.	Pioneer	Delay in import clearance may impact vehicle production
15.	Free Press Journal	Import clearance delay may impact auto output
16.	Free Press Journal	Auto component should aim for 5% of global trade in 5yrs: ACMA
17.	Deccan Chronicle	Manual checking to hurt production: Auto bodies
18.	DT Next	Auto comp biz target \$ 1.3 trillion mark in 5 years: ACMA
Online		
19.	New York Times	Exclusive: India Plans Incentives for Auto Companies to Boost Exports-Sources
20.	The Times of India	Govt plans incentives for auto companies to boost exports: Sources
21.	The Times of India	Curbs on Chinese imports to hit mfg ops: Auto cos
22.	The Times of India	Auto component industry should aim for 5% of global trade in 5 years: ACMA
23.	The Hindu	Auto exports tumble 73% on lockdown, delayed orders
24.	Indian Express	India coronavirus updates, 07 June: Coronavirus situation under control but can't allow violation of safety measures, says Punjab CM
25.	New Indian Express	Two-wheeler sales see sharp improvement
26.	New Indian Express	Indian auto component industry aims to cut dependence on Chinese imports: ACMA
27.	New Indian Express	Auto components makers fear delay in imports clearance may impact vehicle production
28.	India Today	India's auto, pharma sectors not ready to wean off China
29.	Business Today	Auto manufacturers fear further disruption with imports from China stuck at ports
30.	Business Today	Auto, pharma sectors not ready to boycott China

	Business Standard	Auto industry bodies fear delay in imports clearance may impact production
32.	Business Standard	Finding alternatives to China not easy, caution auto manufacturers
33.	Economic Times	Indian auto component industry aims to cut dependence on Chinese imports: ACMA
34.	Economic Times	Auto industry lobbies appeal against 100% inspection of Chinese imports
35.	Economic Times	Auto component industry should aim for 5 pc of global trade in 5 yrs; govt support crucial: ACMA
36.	Economic Times	Huge job losses imminent if demand remains weak: ACMA
37.	ET Auto	ACMA fears supply chain disruption due to delay in clearance of Chinese imports
38.	ET Auto	Auto component industry may end current fiscal in negative territory: ACMA
39.	HT Auto	India plans incentives for auto companies to boost exports: Sources
40.	HT Auto	India's auto sector not ready to quit China habit
41.	Hindu Business Line	Do not delay clearance of imported Chinese auto components: Auto industry
42.	Hindu Business Line	Auto sector must take a pause and recalibrate: ACMA chief
43.	Hindu Business Line	GST rate cut for vehicles is a low-hanging fruit to drive demand: ACMA President
44.	Live Mint	Govt should help in creating demand to help MSMEs get out of pandemic crisis: ACMA's Deepak Jain
45.	Live Mint	Pivot or Perish: India should focus on improving local manufacturing in next few years
46.	Live Mint	Lenders see small and medium businesses making a recovery soon
47.	Live Mint	India's auto and pharma sectors not ready to wean off China
48.	Live Mint	Consumer demand needs to pick up for the key sector to stay afloat
49.	Financial Express	Vehicle production will be impacted due to delay in Chinese component imports: SIAM backs ACMA
50.	Financial Express	SIAM, ACMA fear impact on vehicle production due to delay in imports clearance, here's why
51.	Financial Express	Huge job losses near if demand continues to be weak: ACMA
52.	Bloomberg Quint	The Pandemic Hastens Automation of Low-Paid Jobs For Auto Parts Suppliers
53.	Bloomberg Quint	Auto-Parts Makers Expect Short-Term Pain If Chinese Imports Get Costlier
54.	Financial Post	India plans incentives for auto companies to boost exports-sources
55.	Money Control	Manual inspection of imports from China leading to delays: Auto parts association, SIAM
56.	Money	Huge job losses imminent if demand remains weak: ACMA

	Control	
57.	The Outlook	Auto industry bodies fear delay in imports clearance may impact vehicle production
58.	The Outlook	Indian auto component industry aims to cut dependence on Chinese imports: ACMA
59.	The Outlook	Huge job losses imminent if demand remains weak: ACMA
60.	The Outlook	Auto component industry should aim for 5 pc of global trade in 5 yrs; govt support crucial: ACMA
61.	NDTV	India's Auto, Pharma Sectors Not Ready To Wean Off China
62.	CNBC TV18	Deep salary cuts and job losses in India's auto components industry
63.	News 18 Auto	Govt to Roll Out Incentives for Auto Companies to Double Exports in Next Five Years
64.	Times Now News	Chinese imports held up at ports will disrupt supply chain: Indian auto industry
65.	The Pioneer	'Delay in imports clearance may impact vehicle production'
66.	Deccan Herald	Centre mulls ban on import of nonessentials from China
67.	Deccan Chronicle	Huge job losses imminent in automotive sector if demand remains weak: ACMA
68.	Telangana Today	Huge job losses imminent if demand remains weak: ACMA
69.	In Shorts	Auto industry planning deep localisation to cut China imports: ACMA
70.	BS Motoring	Disruptions in Chinese imports will hurt their recovery: Automobile firms
71.	Auto Tech Review	ACMA, SIAM Call for Quicker Clearance of Chinese Imports
72.	Auto Car Professional	ACMA and SIAM flag off supply chain issues due to delay in getting Chinese-made parts
73.	Auto Car Professional	ACMA's Deepak Jain: 'It'll now be survival of the fittest and the need to collaborate to stay relevant.'
74.	Auto Car Professional	Continuing headwinds for India Auto Inc could mean huge job losses: ACMA
75.	Car and Bike	Congestion Of Auto Components Imported From China May Lead To Production Delays
76.	Rush Lane	Lakhs of jobs may be lost in auto component industry this year

Electronic (2)

Publication – ET Now

Headline- [India Development Debate](#)

On India Development Debate, The Ministry of External Affairs has put out a statement today reiterating that it was unilateral action by China that resulted in the clash at the LAC, they have clarified no troops are missing. And commander level communication is being maintained. Meanwhile big things are brewing back home. The national discourse has turned to how India's dependence on Chinese imports can be reduced.



Publication – ET Rise

Headline- [Wary of public transport, Covid-19 may drive up demand for entry level vehicles, 2-wheelers](#)

For a battered auto sector, the need for social distancing may prove to be a silver lining. In an environment where people are wary of taking public transport, investing in a personal vehicle may be the only choice left.



Video Interaction (2)

Publication- Live mint

Headline- '3 big challenges' for auto parts sector amid Covid: ACMA president explains

Cash, labour, and raw material - these were highlighted as the main challenges facing the automotive components sector in India, by Deepak Jain, President, Automotive Component Manufacturers Association. Jain was speaking at a webinar of Mint's Pivot Or Perish series. The latest episode focused on India's micro, small and medium enterprises, and how they're dealing with the Covid-19 crisis. Jain said that special attention needed to be paid to boosting demand.



Publication – Auto Tech Review

Headline - Effects of New Normal on Mobility Industry

The impact of COVID-19 on the manufacturing and consumers goods industry. Respective participants conversed about the new economic stimulus and vocal for local.



A webinar promotional banner. At the top left is the 'AUTO TECH REVIEW' logo with 'TechChat' and 'The language of technology' below it. The main title is 'EFFECTS OF NEW NORMAL ON MOBILITY INDUSTRY'. The background features a hand pointing at a futuristic car dashboard with glowing blue UI elements. Below the title are six speaker portraits with their names and titles: Mr. Deepak Jain (President, ACMA and CMD, Lumax Industries), Mr. Ganesh Mani S. (Director - Production, Hyundai Motor India), Dr. Arun Jaura (Managing Director, Michelin Technical Centre India), Mr. Sarwant Singh (Regional Leader (MEASA), and Production, Michelin India), Mr. Krishan Kohli (Managing Director - Research & Development, Automotive Division, Hyundai Motor India), and Mr. Arun Malhotra (Former MD, Nissan Motor India (Moderator)). At the bottom left, it says 'WEBINARS Author: ATR Bureau 19 June 2020'. At the bottom right, there is a yellow button that says 'WATCH THE VIDEO RECORDING.' The main title 'Effects of New Normal on Mobility Industry' is prominently displayed at the bottom.

Print (14)

Publication – The Times of India

Headline – Curbs on Chinese imports to hit the mfg ops, parts supply: Auto cos

After telecom, the auto industry has raised a red flag over sudden restrictions on imports from China and subjecting parts and consignments to rigorous checks at ports, saying this would disrupt manufacturing in the sector at a time when it is struggling with the corona-induced slowdown. The objections have been made by companies as well as industry associations.

Curbs on Chinese imports to hit mfg ops, parts supply: Auto cos

Pankaj.Doval@timesgroup.com

New Delhi: After telecom, the auto industry has raised a red flag over sudden restrictions on imports from China and subjecting parts and consignments to rigorous checks at ports, saying this would disrupt manufacturing in the sector at a time when it is struggling with the corona-induced slowdown.

The objections have been made by companies as well as industry associations, which say that curbs will hinder operations as many critical parts related to new emissions norms such as BS6 as well as those related to electric vehicles come from China. Almost all the companies, ranging from Maruti to Hyundai to Mahindra & Mahindra and Tata Motors, will be impacted and so would be two-

Depending On Dragon

► The move to restrict imports, or delay entry into the country, will hit and reduce the production of many passenger vehicles (cars and SUVs) models, commercial vehicles, and majority of electric two-wheelers



► 100% manual inspections of consignments at ports is leading to 'inordinate delays' in clearance, say two industry associations ACMA (of parts makers) and Siam (auto companies)

wheeler makers like Hero Moto.

The situation is worse for Chinese companies such as MG Motors that sources petrol en-

gines and many other parts from China, apart for key components for its electric vehicle ZS.

Both the industry associations ACMA (of parts makers) and Siam (auto companies) have expressed their reservations. "The difficulty that is going to come from stopping of China sourcing is for all the BS6 models," Rajan Wadhwa, president of Siam, who is also a senior functionary of Mahindra & Mahindra, told TOI.

ACMA president Deepak Jain said production at factories would come to a halt if the parts are not available freely. "Some of the items imported from China are critical components such as parts of engines and electronics for which we are yet to develop domestic competence. The automotive value

chain is a highly complex, integrated and inter-dependent — non-availability of even a single component can, in fact, lead to stoppage of vehicle manufacturing lines," Jain said.

Sources said the government's action to ban a majority of Chinese apps may also result in certain action against Chinese companies in the manufacturing sector. "It is not easy to develop alternate sourcing base in locations such as Europe. Their costs are high, they lack scale, and coronavirus has meant that their production is limited," an industry official said.

Hero Moto, the country's largest two-wheeler maker, also said it is assessing the situation, which is developing very fast. The company imports parts such as cast wheels, machine parts and forgings from China.

Publication – The Hindu

Headline - Auto exports tumble 73% on lockdown, delayed orders

Import consignments from China are being subjected to '100% manual inspection, resulting in clearance delays' amid continuing border tensions between India and its northern neighbour.

"Inordinate delays in clearance due to congestions at ports could eventually impact manufacturing of vehicles in India," Rajan Wadhera, president, Society of Indian Automobile Manufacturers, said.

Auto exports tumble 73% on lockdown, delayed orders

Import clearance delays may affect manufacturing: SIAM

**SPECIAL CORRESPONDENT
NEW DELHI**

Even as automobile sector exports tumbled 73% in May 2020 to \$230.3 million, the industry on Monday warned that inordinate delays in clearance for consignments from China may lead to a halt in the manufacture of vehicles in the country.

Import consignments from China are being subjected to '100% manual inspection, resulting in clearance delays' amid continuing border tensions between India and its northern neighbour.

"Inordinate delays in clearance due to congestions at ports could eventually impact manufacturing of vehicles in India," Rajan Wadhe-



... further disruption at this juncture is best avoided."

Deepak Jain, President, Automotive Component Manufacturers Association, pointed out that some of the items imported from China are critical components such as parts of engines and electronics items for which India is yet to develop domestic competence.

... or 4% of the total auto industry turnover. "The automotive value chain is a highly complex, integrated and interdependent one; non availability of even a single component can, in fact, lead to stoppage of vehicle manufacturing lines," he said.

As per data from Engineering Export Promotion Council (EEPC), India, automobile exports fell 73% to \$230.3 million in May 2020 compared to a year earlier. "Supply chains broke down due to mobility restrictions and a wave of postponement of foreign orders in the sector led to such a massive drop in exports," EEPC India Chairman Ravi Sehgal said.

Auto exports to the U.S. nosedived 98% to \$1.37 mil-

Publication – The Hindu

Headline – Auto, Pharma unready to wean off China

Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, automobiles, and pharmaceuticals, say this is easier said than done. Like many countries, India relies on China for products such as electronic components and drug ingredients because it cannot make them or source them elsewhere as cheaply, company and industry figures say.

Auto, pharma unready to wean off China

Industries depend heavily on Chinese supplies; executives say becoming more self-reliant will take time

REUTERS
NEW DELHI

Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, automobiles and pharmaceuticals, say this is easier said than done.

Like many countries, India relies on China for products such as electronic components and drug ingredients because it cannot make them or source them elsewhere as cheaply, company and industry figures say. Thus, any moves to curb imports or make them costlier without developing alternatives will hurt local businesses.

"We don't import because we like to, but because we have no choice," said R.C.



Dragon fire: Curbing imports without developing alternatives will hurt local businesses, say industry officials. • REUTERS

Bhargava, chairman of Maruti Suzuki India Ltd., the country's biggest carmaker.

"To attract companies to produce locally, we need to be more competitive and lower our costs compared with other countries."

India imported about

\$70.3 billion of goods from China in the fiscal year to March 2019, and exported just \$16.7 billion – its widest trade deficit with any country. The government is now consulting with companies on tightening curbs on 1,173 non-essential products, a

trade body official said on condition of anonymity. They include toys, plastics, steel items, electronics and specific auto components – which feed vehicle manufacturing.

Self-reliance campaign

This is on top of plans to raise trade barriers and import duties on about 300 products from China and elsewhere, as part of a self-reliance campaign. In April, India also tightened rules for investments from neighbouring countries, including China, to prevent opportunistic takeovers after the pandemic.

Over a quarter of India's auto-part imports – \$4.2 billion – came from China in 2019, including engine and transmission parts, according to data from the Auto

Component Manufacturers' Association of India (ACMA).

Some of these components are critical and hard to source elsewhere immediately, said Vinnie Mehta, director general at ACMA.

Chinese supplies have also been a key factor in India's booming drug industry, which exports cheap generic medicines.

India gets about 70% of its supply of active pharmaceutical ingredients (APIs) from there, industry officials said.

"In the immediate future, we are going to continue to be reliant on China," said Sudarshan Jain, secretary general of the Indian Pharmaceutical Alliance, which represents major drug makers, although he believed there was only "a very low likelihood" of API supplies being cut off.

Publication – Business Standard

Headline – Automobiles companies says disruption in Chinese imports will hurt their recovery

The Indian automobile industry has sounded alarm bells over delays in Customs clearance for imports from China. The move, they said, would hurt the recovery of the industry, which has been reeling from the shock of a yearlong slowdown further worsened by the Covid-19 pandemic.

Automobile companies say disruptions in Chinese imports will hurt their recovery

ARINDAM MAJUMDER
New Delhi, 29 June

The Indian automobile industry has sounded alarm bells over delays in Customs clearance for imports from China. The move, they said, would hurt the recovery of the industry, which has been reeling from the shock of a year-long slowdown further worsened by the Covid-19 pandemic.

Amid heightened tensions along the Line of Actual Control with China, all shipments coming from China are being physically checked at ports and airports by Customs officials following a nationwide alert regarding enhanced risk weightage ascribed to consignments from that country. This is delaying shipments of crucial automobile components, said executives of auto players.

"Inordinate delays in clearance because of congestions at

ports could eventually impact the manufacturing of vehicles in India. The industry is piecing itself together as growth is limping back; any further disruption at this juncture is best avoided," said Rajan Wadhwa, president, Society of Indian Automobile Manufacturers (SIAM).

Industry executives said while China-based manufacturers, such as MG Motors, have been affected the most, almost all automobile manufacturing process would slow down if 100 per cent manual checks of Chinese imports continued.

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Some of these components are critical and hard to source from elsewhere immediately,



All shipments coming from China are being physically checked at ports and airports by Customs, delaying shipments of crucial automobile components

said executives of global auto component manufacturers, such as Bosch Valeo and Minda Industries, which have set up shop in India because of the country's large consumer base.

"Some of the items import-

ed from China are critical components, such as parts of engines and electronics items, for which India is yet to develop domestic competence. The automotive value chain is a highly complex, integrated and interdependent; non-availability of even a single component can, in fact, lead to stoppage of vehicle manufacturing lines. Post the lockdown, production in the component industry is gradually picking up in tandem with the growth in vehicles sales. It is, therefore, in the best interest of the industry and the economy that any further disruptions are best avoided," said Deepak Jain, president at ACMA.

Though Customs officials told Business Standard that the move was based on specific intelligence related to narcotics smuggling and illegal imports of undervalued items, industry saw it as a trade retaliatory

measure. The development coincided with the government making it mandatory for sellers to mention "country of origin" on products to be sold on the procurement portal Government e-Marketplace.

R C Bhargava, chairman of India's largest auto firm Maruti Suzuki, said in order to reduce dependence on Chinese imports, it is necessary that Indian firms be much more competitive, deeper and widespread. He warned that shunning products from China may lead to a price increase in the short run.

"Everybody knows that importing products over time actually becomes more and more expensive as the rupee gets weaker. So it is not really in anybody's commercial interest to continue to import; you import because you really have little choice in the matter," Bhargava added.

Publication- Business Standard

Headline - India plans incentives to double auto exports

India is drawing up an incentive scheme for the autos sector aimed at doubling exports of vehicles and components in the next five years, four sources with direct knowledge of the matter told Reuters. The Department of Heavy Industries (DHI) has sought feedback from auto industry groups on the initial proposal.

निर्यात के लिए वाहन कंपनियों को प्रोत्साहन

अगले पांच वर्षों के दौरान वाहनों और इनके कल-पुर्जों के निर्यात को बढ़ावा देने के लिए सरकार वाहन क्षेत्र के लिए एक प्रोत्साहन योजना तैयार कर रही है। इस मामले से अवगत सूत्रों ने यह जानकारी दी। सूत्रों ने बताया कि भारी वाहन विभाग (डीएचआई) ने शुरुआती प्रस्ताव पर वाहन उद्योग समूहों की राय मांगी है।

पृष्ठ 2

निर्यात के लिए वाहन कंपनियों को प्रोत्साहन!

रॉयटर्स

नई दिल्ली, 29 जून

सरकार वाहन क्षेत्र के लिए एक प्रोत्साहन योजना तैयार कर रही है ताकि अगले पांच वर्षों के दौरान वाहनों और वाहन कलपुर्जों के निर्यात को बढ़ावा दिया जा सके। इस मामले से अवगत चार सूत्रों ने यह जानकारी दी।

सूत्रों ने बताया कि भारी वाहन विभाग (डीएचआई) ने शुरुआती प्रस्ताव पर वाहन उद्योग समूहों की राय मांगी है। प्रस्ताव के तहत अगले पांच वर्षों के दौरान निर्यात के लिए स्थानीय उत्पादन एवं खरीद के लिए प्रोत्साहन देने का प्रस्ताव दिया गया है।

■ अगले 5 वर्षों में निर्यात को दोगुना करने का लक्ष्य

■ बड़े वाहन विनिर्माताओं और कलपुर्जा कंपनियों को प्रोत्साहन देने की तैयारी

■ वित्त वर्ष 2019 में वाहन क्षेत्र का निर्यात 27 अरब डॉलर रहा

नरेंद्र मोदी द्वारा देश को आत्मनिर्भर बनाने के आह्वान से प्रेरित है।

एक वरिष्ठ सरकारी अधिकारी ने कहा कि सरकार निर्यात को बढ़ावा देना चाहती है और प्रोत्साहन योजना के लिए कुछ क्षेत्रों की पहचान की गई है जिनमें वाहन एवं कलपुर्जा क्षेत्र भी शामिल हैं।

Publication – Business line

Headline- Do not delay clearance of imported Chinese components: Auto Industry

The auto industry on Monday urged that the manual inspection of imported consignments from China should be avoided as that is delaying manufacturing of automobiles. The Society of Indian Automobile Manufacturers (SIAM) and the Automotive Component Manufacturers Association of India (ACMA) have said that this will also further slowdown the economy as auto industry is a major contributor to the GDP.

Do not delay clearance of imported Chinese components: Auto industry

Move will further slow down auto sector, say SIAM and ACMA

OUR BUREAU
New Delhi, June 29

The auto industry on Monday urged that the manual inspection of imported consignments from China should be avoided as that is delaying automobile production.

The Society of Indian Automobile Manufacturers (SIAM) and the Automotive Component Manufacturers Association of India (ACMA) have said that this will also further slow down the economy as auto industry is a major contributor to the GDP.

"Inordinate delays in clearance due to congestions at port could eventually impact manufacturing of vehicles in India. The industry is piecing itself together as growth is limping back; any further disruption at this juncture is best avoided," said Rajan Wadhwa, President, SIAM.

Deepak Jain, President, ACMA, said that delay in inspection of Chinese consignments should be avoided to prevent any hold up in vehicle manufacturing.

"Some of the items imported from China are critical components such as parts of engines and electronics items for which we are yet to develop domestic competence"



Rajan Wadhwa, President, SIAM

components such as parts of engines and electronics items for which we are yet to develop domestic competence. The automotive value chain is a highly complex, integrated and interdependent one – non-availability of even a single component can, in fact, lead to stoppage of the vehicle manufacturing lines," said Jain.

The statements came after reports of import consignments from China being subjected to 100 per cent manual inspection resulting in inordinate delays in clearance.

Complex value chain

Explaining the complexity of the automotive value chain and the need for unimpeded clearance of imports, Jain informed that the entire automotive value chain in the country is around \$18 billion of which import of auto com-

per cent of the total auto industry turnover. "Post the lockdown, production in the component industry is gradually picking up in tandem with growth in vehicles sales, it is therefore in the best interest of the industry and the economy that any further disruptions are best avoided," he added.

The Indian auto-component industry contributes 2.3 per cent to the GDP and provides employment to five million people.

The industry witnessed a growth of 14.5 per cent posting a turnover of ₹3,95,902 crore in 2018-19.

Publication – Business Line

Headline – Auto sector must take a pause and recalibrate: ACMA Chief

With Unlock 1.0 now underway, Deepak Jain feels the auto industry could do well without any disruptions for a while. In his dual role as President of ACMA (Automotive Component Manufacturers Association) and Chairman & MD of Lumax Industries, he had his hands full during the near 70-day lockdown.

Auto sector must take a pause and recalibrate: ACMA chief

Deepak Jain says the industry needs time to recover from Covid-19 and over-regulation

MURALI GOPALAN

With Unlock 1.0 now underway, Deepak Jain feels the auto industry could do well without any disruptions for a while. In his dual role as President of ACMA (Automotive Component Manufacturers Association) and Chairman & MD of Lumax Industries, he had his hands full during the near 70-day lockdown.

"Today, in the current situation we need to focus on Bharat Stage VI and not have more regulations...it is important to take a pause and recalibrate for the benefit of the automotive ecosystem," says Jain.

He is categorical that the industry has suffered from over-regulation in recent times, which has only resulted in price hikes across vehicle categories. This has been in the form of insurance hikes,

safety norms and the like.

"Sure, we must have safe mobility but need to recalibrate in terms of having the right strategy. Overregulation will not work as evident in the long economic downturn (prior to Covid-19)," says Jain. Hence, forays into electric vehicles should now "be seen in a much longer horizon" which means the ball is now in the Centre's court.

Rising to the challenge

In Jain's view, the auto sector has admirably risen to the cleaner emissions challenge by jumping directly from BS IV to VI in barely three years. "We must take a pause now and understand what is best for us...figure out how do we actually get out of this aftermath of this whole Covid-19," he adds.

It is also his belief that India is fortunate to have a large do-

mestic market, which needs to be capitalised on. "We must get demand and consumption back after which we need to calibrate maybe with a new Automotive Mission Plan," says Jain referring to the blueprint document for the industry.

Right now, the priorities have to be on "more localisation and make in India" especially when companies have imported a lot of systems for BS VI. "Let us localise these technologies and then take things forward. We do not need knee-jerk reactions and must take measured steps on initiatives like electric mobility," says the ACMA President.

Secure the industry

The key, he continues, is to "secure our current industry". For instance, when it comes to engineering goods globally, it is his view that India has a leadership position largely in the two-wheeler space. "We must ensure that we fully use the potential of this industry,

try and become export-worthy before moving into new technologies," says Jain.

With China now facing the ire of the West, there is a whole lot of talk within industry circles on what this could mean to India. "Speed would be of the essence to grab opportunities. We now need to seize it since this is just a window (of opportunity) that is not going to be there forever," he says.

Jain firmly believes that India has "really upped its ante" in terms of global recognition. "We need to build on this and it is a great opportunity for the manufacturing sector, especially when "countries would want to de-risk".

One plus one strategy

Jain is quick to add that while China continues to remain a key global auto hub, this does not preclude the opening up of a One plus One strategy where India could also throw its hat into the ring. "My view is that we need to understand

how competitive Indian manufacturing is and get costs to global levels. Maybe this is a great time to reset priorities," he reckons.

The component industry, for instance, is part of a global supply chain which accounts for huge exports and a profitable after-market. This is where logistics becomes critical for movement of goods during this phase of unlock operations.

"If we start losing export orders, especially with all this talk about migration from China in manufacturing, we will be behind the wave and China will take advantage of this," cautions Jain.

The shutdown has hit component makers hard

with a 3 per cent impact on annual revenues. "It is an economic cause of worry for sure and we need to ensure that work begins gradually," he says.

The good part about the lockdown was that it saw closer collaboration happening between the three industry bodies: Society of Indian Automobile Manufacturers, ACMA and Federation of Auto-

mobile Dealers Associations of India. "We knew there was a common purpose and that is why we had to stand united. Everyone's business is at stake and this is true for the world at large," sums up Jain.



"It is an economic cause of worry for sure and we need to ensure that work begins gradually."

DEEPAK JAIN,
President of ACMA

Publication – Business Line

Headline – GST rate cut for vehicles is a low-hanging fruit to drive demand: ACMA President

With the Indian automotive industry expected to hit decadal-low volumes this fiscal due to the Covid-19 pandemic, the outlook for the auto component sector is bleak in the near term. While auto-parts makers across clusters have restarted their operations, challenges remain in scaling up their operations from both the supply and demand sides. Deepak Jain, President, Automotive Component Manufacturers' Association of India (ACMA).

Auto-parts sector may see \$3-3.5 b cut in capex in next two years: ACMA chief

GBALACHANDAR

Chennai, June 17

The auto parts industry is bracing for a cut in capex of \$3-3.5 billion over the next two years in view of muted consumer sentiment in the automobile sector and the consequent excess capacity in the system. Demand is still low and the industry is working on 8-10 per cent capacity utilisation. The current projection is the automobile sale will decline 30-35 per cent this fiscal compared to the previous year.

"On a conservative basis, we were growing by about \$6 billion every year. To grow \$6 billion a year, the industry used to invest close to \$2 billion every year. Since the industry is now contracting and there will be



Deepak Jain, President, ACMA

no investments in capacity expansion, it is a lost opportunity. So the capex cut is estimated at \$3-3.5 billion over the next two years," Deepak Jain, President, Automotive Component Manufacturers' Association (ACMA), told *BusinessLine*.

The situation in the \$57-58 billion auto component industry is precarious. The dynamics of the business will change in multiple ways in the future.

With vehicle sales declining by 50 per cent compared to those in 2018-19, there will be significant excess capacity in the system. "This could lead to some consolidation in the industry. There will be a strong focus on deep-localisation as the industry strives to de-risk itself from over-dependence on imports. Further, the industry will witness automation/digitisation of shop-floors as companies will try to reduce their dependence on people on one hand and adhering to social distancing on the other," said Jain.

Supply chain woes

Though auto parts makers across clusters have restarted their operations, challenges remain due to complexities in

auto supply chain sector. "It is highly complex, integrated, and interdependent. If any element, in any segment of the value-chain does not commence operations, the entire value chain will not be able to re-start," he said. The ACMA chief felt a significant proportion of its members, which are small and medium enterprises, will benefit out of change in the definition for MSMEs. "More than two-thirds of ACMA members will be able to gain these benefits," he added. While lauding measures of the Finance Minister and the RBI to improve liquidity in the system, he urged the government and the RBI to ensure that the funds made available for MSMEs reach them.

Publication – The Financial Express

Headline – Imports clearance delay to hit production: SIAM, ACMA

Automotive industry bodies SIAM and ACMA on Monday sought timely clearance of imports in ports, stressing that inordinate delay in port clearances across the country, due to manual inspections, would put further pressure on the industry in terms of manufacturing. Society of Indian Automobile Manufacturers (SIAM) president Rajan Wadhera said, "Inordinate delays in clearance due to congestions in ports could eventually impact manufacturing of vehicles in India. The industry is piecing itself together as growth is limping back.

Imports clearance delay to hit production: SIAM, ACMA

FE BUREAU
Chennai, June 29

AUTOMOTIVE INDUSTRY BODIES SIAM and ACMA on Monday sought timely clearance of imports in ports, stressing that inordinate delay in port clearances across the country, due to manual inspections, would put further pressure on the industry in terms of manufacturing.

Society of Indian Automobile Manufacturers (SIAM) president Rajan Wadhera said, "Inordinate delays in clearance due to congestions in ports could eventually impact manufacturing of vehicles in India. The industry is piecing itself together as growth is limping back. Any further disruption at this juncture is best avoided."

Amid heightened border tensions with China, all con-

signments imported from the neighbouring country are reportedly being subjected to 100% manual inspection, resulting in inordinate delays in clearance, he said.

Automotive Component Manufacturers Association of India (ACMA) president Deepak Jain, in a note, said, "The auto component industry in India is committed to the 'Atmanirbhar Bharat' vision of the Prime Min-

ister. The entire automotive value chain in the country is around \$118 billion of which imports of auto components are at \$4.75 billion, 4% of the total auto industry turnover. Some of the items imported from China are critical, such as parts of engines and electronics items for which we are yet to develop domestic competence."

"The automotive value chain is a highly complex, inte-

grated and interdependent one; non-availability of even a single component can, in fact, lead to stoppage of the vehicle manufacturing lines. Post the lockdown, production in the component industry is gradually picking up in tandem with growth in vehicles sales. It is, therefore, in the best interest of the industry and the economy that any further disruptions are best avoided," Jain added.

Publication – Mint

Headline – Lenders see small and medium business making a recovery soon

Deepak Jain, president of the Automotive Component Manufacturers Association (ACMA) of India, said he is “optimistic” of a recovery, pointing to the role of direct benefit transfers in farmer welfare and rising tractor sales. He added that the current focus is to keep shop floors running despite muted demand and rising costs. Against the backdrop of rising nationalist sentiments after 20 Indian soldiers died in a border conflict with China, panelists cautioned against any knee-jerk reaction.

Lenders see small and medium businesses making a recovery soon

Shayan Ghosh
shayan.g@livermint.com
MUMBAI

Small businesses may struggle with cash flows once the loan moratorium is over, but the future is not all gloom and doom for them, panelists at *Mint's* Pivot or Perish webinar on micro, small and medium enterprises (MSMEs) said.

The economy is showing signs of recovery, and many MSME borrowers are repaying lenders, they said. MSMEs are also worried about sourcing raw material from China, amid calls to boycott its products in the wake of the Ladakh border clash.

“In many of the banks and NBFCs (non-banking financial companies), much of the portfolio has withstood the pressure. The post-moratorium scenario depends on how quickly the normalization happens,” said C.S. Setty, managing director, State Bank of India.

According to him, among MSMEs, some can boost production quickly, some might need loan recasts, and yet some others have existing problems, worsened by the covid-19 pandemic. There is

PIVOT OR PERISH

See Page 5

TURN TO PAGE 11



NAUSHAD FORBES
CO-CHAIRMAN,
FORBES MARSHALL



DEEPAK JAIN
PRESIDENT,
ACMA



CSREENIVASULUSETTY
MANAGING DIRECTOR,
STATE BANK OF INDIA



KAMAL KANTH
REGIONAL VICE-PRESIDENT,
SALESFORCE INDIA



HARDIKA SHAH
FOUNDER AND CEO,
KINARA CAPITAL

There is no excuse why cuts in interest rate for MSME loans haven't been passed on. If these loans are guaranteed by govt, the risk premium should go away.

In auto components manufacturing, the key challenges are cash, labour and raw material. While auto is one of the worst-hit sectors, we are seeing green shoots.

Small biz should not raise new loans to fund cash flow mismatches. It is better for them to come back to the lenders and seek some relief.

We must help MSMEs find new channels to connect to their customers and enable them to do biz from their phones. That is the only way to exit this crisis.

Now that lockdown is over, 70-75% of micro enterprises are concerned about availability of raw material, and a bulk of these come from China.

Publication- Pioneer

Headline – Delay in import clearance may impact vehicle production

Earlier in the day auto components makers body ACMA had sought timely clearance of imports from China, saying that delay in clearing such items could lead to disruption in vehicle manufacturing across the country.

'Delay in imports clearance may impact vehicle production'

PTI ■ NEW DELHI

Automobile industry bodies ASIAM and ACMA on Monday expressed concern over import consignments from China being subjected to manual inspection, saying that inordinate delays in clearance at ports could lead to disruption in vehicle manufacturing across the country.

The industry bodies said such act is best avoided as the sector is limping back towards growth.

The auto sector has been trying to recover from the setbacks of a prolonged slowdown last year and the impact of coronavirus pandemic induced lockdown.

"Inordinate delays in clear-

Post the lockdown, production in the components industry is gradually picking up in tandem with growth in vehicles sales, it is therefore in the best interest of the industry and the economy that any further disruptions are best avoided, Jain said.

He said the auto component industry in India is committed to the "Atma-nirbhar vision" of Prime Minister Narendra Modi.

The entire automotive value chain in the country is around USD 118 billion of which import of auto components is USD 4.75 billion, 4 per cent of the total auto industry turnover, Jain noted.

Amid heightened border tensions with China, Indian

Publication- Free Press Journal

Headline – Auto component should aim for 5% of global trade in 5yrs: ACMA

The Indian auto components industry should look at enhancing exports and target at least 5 per cent of the total global trade, which stands at around USD 1.3 trillion, in the next five years, according to a top industry executive.

Auto component industry should aim for 5% of global trade in 5 yrs: ACMA

NEW DELHI: The Indian auto components industry should look at enhancing exports and target at least 5 per cent of the total global trade, which stands at around USD 1.3 trillion, in the next five years, according to a top industry executive.

—Agencies

Publication- Deccan Chronicle

Headline – Manual checking to hurt production: Auto bodies

Stating that 100 per cent manual inspection of imports from China were resulting in inordinate delays in clearance, the Automotive Component Manufacturers Association of India, or Acma, and the Society of Indian Automobile Manufacturers, or Siam, on Monday urged the Centre speed up clearance to prevent further disruptions in the production of vehicles in the post-lockdown period.

Manual checking to hurt production: Auto bodies

MICHAEL GONSALVES
PUNE, JUNE 29

Stating that 100 per cent manual inspection of imports from China were resulting in inordinate delays in clearance, the Automotive Component Manufacturers Association of India, or Acma, and the Society of Indian Automobile Manufacturers, or Siam, on Monday urged the Centre speed up clearance to prevent further disruptions in the production of vehicles in the post-lockdown period.

Several auto component and vehicle makers have complained of 'very high' congestion at the Mumbai port after their shipments that sailed from China got stuck.



The Acma has received multiple concerns from its members about the blockade. Explaining the complexity of the automotive value chain and the need for permitting clearance of imports, Deepak Jain, president at Acma, said some of the items imported from China are critical components such as parts of engines and electronics items for which India is yet to develop competence.

“The automotive value chain is a highly complex, integrated and interdependent one; non availability of even a single component can, in fact, lead to stoppage of the vehicle manufacturing lines,” he said.

“Inordinate delays in clearance due to congestions at port could eventually impact manufacturing of vehicles in India,” Rajan Wadhera, president at Siam, said. He said the auto industry is piecing itself together as growth is limping back, and any further disruption at this juncture is best avoided.

While most automakers do not directly import components, their parts manufacturing partners do import components and often modifies them.

Publication- Free Press Journal

Headline – Auto comp biz target \$ 1.3 trillion mark in 5 years: ACMA

For achieving such target, government support in terms of favourable policies would be crucial, Automotive Component Manufacturers Association of India (ACMA) Director General Vinnie Mehta said. Support from the government would not only act as a catalyst for business growth but help the industry become self-reliant as well, he added.

DT BUSINESS

Auto comp biz targets \$1.3 trillion mark in 5 yrs: ACMA

NEW DELHI: The auto components industry must look at boosting exports and targeting at least 5 per cent of the total global trade, which stands at around \$1.3 trillion, in the next five years, according to a top industry executive.

For achieving such target, government support in terms of favourable policies would be crucial, Automotive Component Manufacturers Association of India (ACMA) Director General Vinnie Mehta said. Support from the government would not only act as a catalyst for business growth but help the industry become self-reliant as well, he added.

Currently, the Indian auto component

tion - \$ 15.1 bn, with the US and the EU accounting for 65 per cent of exports, Mehta said. "The global trade in auto components is \$1.3 trillion and the Indian auto component industry has a minuscule share of 1.3 per cent. We should aspire for at least 5 per cent of the global trade share in the next five years. However, for this, government support will be critical," he noted.

While the industry will have to deliver technologically relevant, globally price-competitive products with consistent quality, the government will have to ensure ease of doing business in its true sense and to overcome disabilities of capital logistics and energy, Mehta said.

"With 6-11 per cent borrowing rate, besides the issue of high cost of capital, on

logistics, we are disadvantaged by 10-12 per cent and our energy costs need to be globally competitive," he added.

In 2018-19, the auto component industry's revenue stood at \$87 billion, contributing 2.3 per cent to the country's gross domestic product. In comparison, turnover of Chinese auto component industry stood at \$50 billion last year.

Meanwhile, Maruti Suzuki Chairman RC Bhargava said the answer to calls for boycotting Chinese imports lies in making domestic manufacturing much more competitive, deeper and widespread, but people must remember shunning products from the neighbouring country may lead to them paying more for goods.

The global trade in auto components is \$1.3 trillion and the Indian auto component industry has a minuscule share of 1.3 per cent. We should aspire for at least 5 per cent of the global trade share in the next five years. For this, Centre's support will be critical

- Vinnie Mehta,
Director General, ACMA

Online (76)

Publication- New York Times

Headline- [Exclusive: India Plans Incentives for Auto Companies to Boost Exports-Sources](#)

India is drawing up an incentive scheme for the autos sector aimed at doubling exports of vehicles and components in the next five years, four sources with direct knowledge of the matter told Reuters. The Department of Heavy Industries (DHI) has sought feedback from auto industry groups on the initial proposal, which suggests giving incentives over five years to increase local production and procurement for export, the sources said.

Exclusive: India Plans Incentives for Auto Companies to Boost Exports-Sources

By Reuters

June 29, 2020



NEW DELHI — India is drawing up an incentive scheme for the autos sector aimed at doubling exports of vehicles and components in the next five years, four sources with direct knowledge of the matter told Reuters.

The Department of Heavy Industries (DHI) has sought feedback from auto industry groups on the initial proposal, which suggests giving incentives over five years to increase local production and procurement for export, the sources said.

The incentives would be based on the sales value of vehicles or components and eligible companies would need to meet certain conditions, including a minimum revenue and profit threshold and presence in at least 10 countries, two of the sources said, adding

Publication – Times of India

Headline - [Govt plans incentives for auto companies to boost exports: Sources](#)

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Govt plans incentives for auto companies to boost exports: Sources

Reuters | Jun 29, 2020, 16:28 IST




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Publication – Times of India

Headline - [Curbs on Chinese imports to hit mfg ops: Auto cos](#)

After telecom, the auto industry has raised a red flag over sudden restrictions on imports from China and subjecting parts and consignments to rigorous checks at ports, saying this would disrupt manufacturing in the sector at a time when it is struggling with the corona-induced slowdown.

Curbs on Chinese imports to hit mfg ops: Auto cos

Pankaj Doval | TNN | Jun 30, 2020, 12:58 IST

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(Representative image)

NEW DELHI: After telecom, the auto industry has raised a red flag over sudden restrictions on imports from China and subjecting parts and consignments to rigorous checks at ports, saying this would disrupt manufacturing in the sector at a time when it is struggling with the corona-induced slowdown.

The objections have been made by companies as well as industry associations, which are saying that curbs will

Publication – Times of India

Headline - [Auto component industry should aim for 5% of global trade in 5 years: ACMA](#)

The Indian auto components industry should look at enhancing exports and target at least 5 per cent of the total global trade, which stands at around \$1.3 trillion, in the next five years, according to a top industry executive. For achieving such target, government support in terms of favourable policies would be crucial.

Auto component industry should aim for 5% of global trade in 5 years: ACMA

PTI | Jun 28, 2020, 14:29 IST

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NEW DELHI: The [Indian auto components industry](#) should look at enhancing exports and target at least 5 per cent of the total global trade, which stands at around \$1.3 trillion, in the next five years, according to a [top industry executive](#).

For achieving such target, [government support](#) in terms of favourable policies would be

crucial, Automotive Component Manufacturers Association of India (ACMA) Director General Vinnie Mehta told PTI.

Support from the government would not only act as a catalyst for [business growth](#) but help the the industry become self-reliant as well, he added.

Currently, the Indian auto component industry exports 25 per cent of its production - \$15.1 billion, with the US and the EU accounting for 65 per cent of exports, Mehta said.

Publication- The Hindu

Headline - [Auto exports tumble 73% on lockdown, delayed orders](#)

Even as automobile sector exports tumbled 73% in May 2020 to \$230.3 million, the industry on Monday warned that inordinate delays in clearance for consignments from China may lead to a halt in the manufacture of vehicles in the country.

INDUSTRY

Auto exports tumble 73% on lockdown, delayed orders

 SPECIAL CORRESPONDENT

NEW DELHI, JUNE 29, 2020 22:52 IST
UPDATED: JUNE 29, 2020 23:08 IST

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Import clearance delays may affect manufacturing: SIAM

Even as automobile sector exports tumbled 73% in May 2020 to \$230.3 million, the industry on Monday warned that inordinate delays in clearance for consignments from China may lead to a halt in the manufacture of vehicles in

 COVID-19

Publication- Indian Express

Headline-[India coronavirus updates, 07 June: Coronavirus situation under control but can't allow violation of safety measures, says Punjab CM](#)

The auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus pandemic, industry body ACMA has said.

With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce to keep their businesses afloat, the industry body added.

India coronavirus updates, 07 June: Coronavirus situation under control but can't allow violation of safety measures, says Punjab CM

India Coronavirus (Covid-19) Cases Today Update, 07 June: While the Maharashtra government is yet to take the final call on the opening of religious places, churches and mosques in Goa have decided to remain shut for some more time.

By: [Express Web Desk](#) | New Delhi | Updated: June 7, 2020 10:58:43 pm



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ABHIS EK... Leading Edition
CM Amarinder Singh credited the strict lockdown imposed by the state for making the coronavirus situation in Punjab manageable. (PTI/File)

India coronavirus latest updates: Religious places in Maharashtra and Goa are likely to remain closed even as temples, churches, mosques in other states are set to reopen on Monday along with shopping malls and restaurants as part of the first phase of the "unlockdown".

While the Maharashtra government is yet to take the final call on the opening of religious places, churches and mosques in Goa have decided to remain shut for some more time.

DEPT OF EXPRESS

Publication- New Indian Express


Headline -[Two-wheeler sales see sharp improvement](#)

Two-wheeler companies have reported a substantial improvement in June 2020 sales, according to data released by the companies. Royal Enfield reported selling 36,510 motorcycles in June 2020 in the domestic market compared to 55,082 units last year. While sales declined 34% year-on-year, the company had sold 18,429 units in May 2020.

Two-wheeler sales see sharp improvement

Two-wheeler companies have reported a substantial improvement in June 2020 sales, according to data released by the companies.

Published: 03rd July 2020 08:38 AM | Last Updated: 03rd July 2020 08:38 AM



Royal Enfield. (File photo | Express)

By [Binita Jaiswal](#)
Express News Service

CHENNAI: Two-wheeler companies have reported a substantial improvement in June 2020 sales, according to data released by the companies. Royal Enfield reported selling 36,510 motorcycles in June 2020 in the domestic market compared to 55,082 units last year. While sales declined 34% year-on-year, the company had sold 18,429 units in May 2020.

TVS Motors' domestic two-wheeler sales nearly tripled to 1,44,817 units in June compared to only 41,067 units in May 2020. However, a year ago, the company had sold only 2,26,279 units. TVS Motors said it resumed operations in a graded manner across its three factories and that it was upbeat about growth.

Bajaj Auto's domestic two-wheeler sales in June stood at 1,46,695 units, down 26% against 199,340 units a year ago. However, it was still nearly four times higher than sales seen in May 2020, which had stood at just 39,286 units.

Publication- New Indian Express

Headline- [Indian auto component industry aims to cut dependence on Chinese imports: ACMA](#)

The USD 57 billion-Indian auto component industry has started taking steps towards "deep localisation" to de-risk business from Chinese imports with the border dispute between the two countries only acting as a catalyst to speed up the process, according to industry body ACMA.

Indian auto component industry aims to cut dependence on Chinese imports: ACMA

The auto industry in India has started to de-risk itself and is working on deep-localisation, he said, adding that the recent standoff between India and China will only hasten the process.



Published: 24th June 2020 01:42 PM | Last Updated: 24th June 2020 01:42 PM

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For representational purpose. (Photo | AP)

By PTI

NEW DELHI: The USD 57 billion-Indian auto component industry has started taking steps towards "deep localisation" to de-risk business from Chinese imports with the border dispute between the two countries only acting as a catalyst to speed up the process, according to industry body ACMA.

Further, the domestic automobile industry is also seeking to cut dependence on Chinese imports after facing severe shortage of critical components due to the coronavirus pandemic, as companies based out of China currently continue to be the leading suppliers of automotive

Publication – New Indian Express

Headline - [Auto components makers fear delay in imports clearance may impact vehicle production](#)

Auto component industry body ACMA on Monday sought timely clearance of imports from China, saying that delay in clearing such items could lead to disruption in vehicle manufacturing across the country.

Auto components makers fear delay in imports clearance may impact vehicle production

According to ACMA import consignments from China were being subjected to one-hundred per cent manual inspection resulting in inordinate delays in clearance.



Published: 29th June 2020 09:13 PM | Last Updated: 29th June 2020 09:13 PM



For representational purposes. (Photo | EPS)

Publication – India Today


Headline- [India's auto, pharma sectors not ready to wean off China](#)

Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, automobiles, and pharmaceuticals, say this is easier said than done.

India's auto, pharma sectors not ready to wean off China

Like many countries, India relies on China for products such as electronic components and drug ingredients because it cannot make them or source them elsewhere as cheaply, company and industry figures say. Earlier, firms were asked to find ways to cut imports from China. But two big industries – automobiles and pharmaceuticals – say this is easier said than done.

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Reuters
New Delhi
June 26, 2020 UPDATED: June 26, 2020 09:04 IST



Workers assemble a Tata Tigor car inside the Tata Motors car plant in Sanand, on the outskirts of Ahmedabad, India, August 7, 2018. (Photo: Reuters)

Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, automobiles

Publication- Business Today

Headline - [Auto manufacturers fear further disruption with imports from China stuck at ports](#)

Reports of import consignments getting stuck at ports is making India's domestic automobile industry nervous. India's \$118 billion automobile industry is largely self-reliant but still depends on imports for a few critical components especially in electronics that are not produced on a large scale in the country.

Auto manufacturers fear further disruption with imports from China stuck at ports

"Inordinate delays in clearance due to congestion at port could eventually impact manufacturing of vehicles in India. The industry is piecing itself together as growth is limping back; any further disruption at this juncture is best avoided," said Rajan Wadhwa of SIAM

Sumant Banerji | June 29, 2020 | Updated 20:35 IST



Representative Image

MORE FROM THE AUTHOR



Reports of import consignments getting stuck at ports is making India's domestic automobile industry nervous.

India's \$118 billion automobile industry is largely self-reliant

Publication- Business Today

Headline- [Auto, pharma sectors not ready to boycott China](#)

Welcoming the announcement made by PM, the Indian auto industry believes the Rs. 20 lakh crore- package strengthens the dream of a resilient India and is a progressive step towards a great India. Most of the industry stalwarts have also expressed hope that the contours of the package to be announced by Finance Minister Nirmala Sitharaman (at 4pm on 13th) will address the needs of the poor and needy

Auto Industry Lauds PM Modi Announcement On Rs. 20 Lakh Crore Package

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The industry feels that the focus on land, labour, laws and liquidity is what is required to make India self-reliant in the long run.

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Photo Credit



13 May, 2020
by [BM Online Bureau](#)

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Welcoming the announcement made by PM, the Indian auto industry believes the Rs. 20 lakh crore- package strengthens the dream of a resilient India and is a progressive step towards a great India.

Most of the industry stalwarts have also expressed hope that the contours of the package to be announced by Finance Minister Nirmala Sitharaman (at 4pm on 13th) will address the needs of the poor and needy, MSMEs and also the industry and common man on the whole. The industry feels that the focus on land, labour, laws and liquidity is what is required to make India self-reliant in the long run.

Publication: Business Standard

Headline: [After a washout month, automobile industry seeks resumption of business](#)

Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, automobiles and pharmaceuticals, say this is easier said than done. Like many countries, India relies on China for products such as electronic components and drug ingredients because it cannot make them or source them elsewhere as cheaply,

Galwan valley clash: Auto, pharma sectors not ready to boycott China

In April, India also tightened rules for investments from neighbouring countries, including China, to prevent opportunistic takeovers after the pandemic

Reuters | June 26, 2020 | Updated 07:54 IST



The government is now consulting with companies on tightening curbs on 1,173 non-essential products, a trade body official said on condition of anonymity

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Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, automobiles and pharmaceuticals, say this is easier said than done. Like many countries, India relies on China for products such as electronic components and drug ingredients because it cannot

Publication: Business Standard

Headline: [Auto industry bodies fear delay in imports clearance may impact production](#)

Automobile industry bodies [SIAM](#) and ACMA on Monday expressed concern over [import](#) consignments from China being subjected to manual inspection, saying that inordinate delays in clearance at ports could lead to disruption in vehicle manufacturing across the country.

Auto industry bodies fear delay in imports clearance may impact production

Automobile industry bodies SIAM and ACMA expressed concern over import consignments from China being subjected to manual inspection

Topics
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Press Trust of India | New Delhi
Last Updated at June 29, 2020 21:00 IST

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The industry bodies said such acts are best avoided as the sector is limping back towards growth

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Automobile industry bodies SIAM and ACMA on Monday expressed concern over import consignments from China being subjected to manual inspection, saying that inordinate delays in clearance at ports could lead to disruption in vehicle manufacturing across the country.

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Publication: Business Standard

Headline: [Finding alternatives to China not easy, caution auto manufacturers](#)

Auto manufacturers and component makers in India have sounded a note of caution against the rising call to boycott Chinese products. A knee-jerk reaction, they said, could be detrimental to the fortunes of an industry that is highly dependent on the country given the huge competitive advantage it offers, in terms of cost and speed.

Finding alternatives to China not easy, caution auto manufacturers


Bajaj Auto and its suppliers source components, including alloy wheels and transmission components worth Rs 1000 crore from China

Topics
Auto makers | India China relations | India China border row

Shally Seth Mahile | Mumbai
Last Updated at June 22, 2020 21:34 IST

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India's \$120-billion auto industry sources 8-20 per cent of its annual requirement from China, show industry estimates.

ALSO READ [Auto manufacturers and component makers in India](#)

Publication: Economic Times

Headline: [Indian auto component industry aims to cut dependence on Chinese imports: ACMA](#)

The USD 57 billion-Indian auto component industry has started taking steps towards "deep localisation" to de-risk business from Chinese imports with the border dispute between the two countries only acting as a catalyst to speed up the process, according to industry body ACMA.

Indian auto component industry aims to cut dependence on Chinese imports: ACMA

"The auto industry in India has started to de-risk itself and is working on deep-localisation," ACMA Director General Vinnie Mehta told.

PTI | Last Updated: Jun 24, 2020, 12:58 PM IST

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NEW DELHI: The USD 57 billion-Indian auto component industry has started taking steps towards "deep localisation" to de-risk business from [Chinese imports](#) with the border dispute between the two countries only acting as a catalyst to speed up the process, according to industry body ACMA.

Further, the domestic automobile industry is also seeking to cut dependence on Chinese imports after facing severe shortage of critical components due to the coronavirus pandemic, as companies based out of China currently continue to be the leading suppliers of automotive components.

In 2018-19 India imported [auto components](#) worth USD 17.6 billion, of which 27 per cent - USD 4.75 billion - were from China.

"With COVID-19 and associated lockdowns, all economies and industries have started to look inwards and minimise their reliance-on imports," [Automotive Component Manufacturers Association](#) of India (ACMA) Director General Vinnie Mehta told PTI.

Publication: Economic Times

Headline: [Auto industry lobbies appeal against 100% inspection of Chinese imports](#)

Two of the top automotive industry lobbies on Monday appealed to the government against the 100% manual inspection of Chinese goods at ports because it was hurting the industry's production schedules at a time when companies were trying to get their supply chains back in order after the lockdown to contain the coronavirus pandemic.

Auto industry lobbies appeal against 100% inspection of Chinese imports


According to the Automotive Component Manufacturers Association of India (ACMA) import consignments from China were being subjected to one-hundred per cent manual inspection resulting in inordinate delays in clearance.

By [Nehal Chatterjee](#), ET Bureau | Last Updated: Jun 29, 2020, 06:36 PM IST

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MUMBAI: Two of the top automotive industry lobbies on Monday appealed to the government against the 100% manual inspection of Chinese goods at ports because it was hurting the industry's production schedules at a time when companies were trying to get their supply chains back in order after the lockdown to contain the coronavirus pandemic.

Some of the items imported from China are critical components for which the domestic auto component industry is yet to develop competence, ACMA president said.

"Inordinate delays in clearance due to congestions at port could eventually impact manufacturing of vehicles in India. The industry is piecing itself together as growth is limping back; any further disruption at this juncture is best avoided," said Rajan Wadhwa, president of Society of Indian Automotive Manufacturers (SIAM), a lobby of automakers.

Explaining the complexity of the automotive value chain, Deepak Jain, president of [Automotive Component Manufacturers Association of India \(ACMA\)](#) said, "Some of the items imported from China are critical components, such as parts of engines and electronics items for which we are yet to develop domestic competence. The [automotive value chain](#) is a highly complex, integrated and interdependent one; non-availability of

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Publication: Economic Times

Headline: [Auto component industry should aim for 5 pc of global trade in 5 yrs; govt support crucial: ACMA](#)

The Indian auto components industry should look at enhancing exports and target at least 5 per cent of the total global trade, which stands at around USD 1.3 trillion, in the next five years, according to a top industry executive.

Auto component industry should aim for 5 pc of global trade in 5 yrs; govt support crucial: ACMA

In 2018-19, the Indian auto component industry's revenue stood at USD 57 billion, contributing 2.3 per cent to the country's gross domestic product. In comparison, turnover of Chinese auto component industry stood at USD 550 billion last year.

PTI | Last Updated: Jun 28, 2020, 03:02 PM IST



Representative Image

NEW DELHI: The [Indian auto components industry](#) should look at enhancing exports and target at least 5 per cent of the [total global trade](#), which stands at around USD 1.3 trillion, in the next five years, according to a [top industry executive](#).

For achieving such target, [government support](#) in terms of favourable policies would be crucial, Automotive Component Manufacturers Association of [India](#) (ACMA) Director General Vinnie Mehta told PTI.

Support from the government would not only act as a catalyst for [business growth](#) but help the the industry become self-reliant as well, he added.

Currently, the Indian auto component industry exports 25 per cent of its production -- USD 15.1 billion, with the US and the EU accounting for 65 per cent of exports, Mehta said.

"The global trade in auto components is USD 1.3 trillion and the Indian auto component

Publication: Economic Times

Headline: [Huge job losses imminent if demand remains weak: ACMA](#)

Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus pandemic, industry body ACMA has said. With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce in order to keep their businesses afloat, the industry body added.

Huge job losses imminent if demand remains weak: ACMA

With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce in order to keep their businesses afloat, the industry body added.

PTI | Last Updated: Jun 07, 2020, 02:13 PM IST



The auto component industry, which employs roughly 50 lakh people, declined by 18 per cent last year.

New Delhi: Auto component sector may see huge **job** losses if the automotive sector continues to face headwinds due to lack of **demand** amid coronavirus pandemic, industry body **ACMA** has said. With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce in order to keep their businesses afloat, the industry body added.

"Till demand is back, there will be concerns about financial stress, job losses and liquidity management. These concerns will remain and only go away when we are back to normal," Automotive Component Manufacturers Association of India (ACMA) President Deepak Jain told .

Even if the companies resume work fully they will not require that much of workforce due to muted demand in the market, he said.

"So, in such a scenario, even if we don't like, there would be job losses. It is temporary workforce right now but if demand doesn't pick up it could be others as well," Jain noted.

Publication: ET Auto

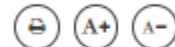
Headline: [ACMA fears supply chain disruption due to delay in clearance of Chinese imports](#)

Delay in clearances for imports from China has started wreaking havoc on the operation of Indian auto industry. Auto component body [ACMA](#) on Monday urged the authorities for timely clearance of imports from China in a bid to avoid supply-chain disruption in vehicle manufacturing.

ACMA fears supply chain disruption due to delay in clearance of Chinese imports

"The automotive value chain is a highly complex, integrated and interdependent one; non-availability of even a single component can, in fact, lead to stoppage of the vehicle manufacturing lines," said Deepak Jain.

ETAuto • Updated: June 29, 2020, 17:38 IST



New Delhi: Delay in clearances for imports from China has started wreaking havoc on the operation of Indian auto industry. Auto component body [ACMA](#) on Monday urged the authorities for timely clearance of imports from China in a bid to avoid supply-chain disruption in vehicle manufacturing.



It is understood that import consignments from China are being subjected to one-hundred percent manual inspection resulting in inordinate delays in clearance, Automotive Component Manufacturers Association of India (ACMA) said in a release.

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Explaining the complexity of the automotive value chain and the need for permitting clearance of imports, [Deepak Jain](#), President ACMA said "The automotive value chain is a highly complex, integrated and interdependent one; non availability of even a single component can, in fact, lead to stoppage of the

Publication: ET Auto

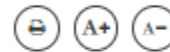
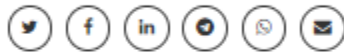
Headline- [Auto component industry may end current fiscal in negative territory: ACMA](#)

The [automobile component industry](#) is expected to end the current financial year on a negative note as it would be difficult for the segment to make a recovery in the second half after reporting a de-growth of 10 per cent in the first six months, [ACMA](#) President [Deepak Jain](#) said.

Auto component industry may end current fiscal in negative territory: ACMA

The Automotive Component Manufacturers Association (ACMA) also expects the first half of the next financial year to remain challenging for the industry. It, however, expects things to become relatively better in the second half of the next financial year.

PTI • December 29, 2019, 17:09 IST



The industry body said the slowdown has also resulted in an investment loss of up to USD 2 billion during the period.

New Delhi: The [automobile component industry](#) is expected to end the current financial year on a negative note as it would be difficult for the segment to make a recovery in the second half after reporting a de-growth of 10 per cent in the first six months, [ACMA](#) President [Deepak Jain](#) said.

The [Automotive Component Manufacturers Association \(ACMA\)](#) also expects the first half of the next financial year to remain challenging for the industry. It, however, expects things to

become relatively better in the second half of the next financial year.

"Overall, our estimate is that we will have a de-growth in the current fiscal because we have already de-grown by 10 per cent in the April-September period. I

Publication: HT Auto

Headline: [India plans incentives for auto companies to boost exports: Sources](#)

The Department of Heavy Industries (DHI) has sought feedback from auto industry groups on the initial proposal, which suggests giving incentives over five years to increase local production and procurement for export, the sources said. The incentives would be based on the sales value of vehicles or components and eligible companies would need to meet certain conditions

ht auto



The incentives would be based on the sales value of vehicles or components.
(File photo used for representational purpose) (REUTERS)

India plans incentives for auto companies to boost exports: Sources

3 min read . Updated: 29 Jun 2020, 04:57 PM IST

Reuters

- To be eligible for the incentives, automakers must have revenues of at least 100 billion rupees (\$1.3 billion) and an operating profit of at least 10 billion rupees (\$131 million) in three of the last five years.
- India's auto sector exports touched \$27 billion in the fiscal year ending March 2019.

Publication: HT Auto

Headline: [India's auto sector not ready to quit China habit](#)

Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, automobiles, and pharmaceuticals, say this is easier said than done.



More than 25 per cent of auto components used in Indian auto industry are imported from China. (File photo) (AFP)

India's auto sector not ready to quit China habit

3 min read . Updated: 26 Jun 2020, 07:51 AM IST
Reuters

- Over a quarter of India's auto part imports - \$4.2 billion - came from China in 2019, including engine and transmission parts, according to data from the Auto Component Manufacturers' Association of India (ACMA).

Publication: Hindu Business Line

Headline: [Do not delay clearance of imported Chinese auto components: Auto industry](#)

The auto industry on Monday urged that the manual inspection of imported consignments from China should be avoided as that is delaying manufacturing of automobiles. The Society of Indian Automobile Manufacturers (SIAM) and the Automotive Component Manufacturers Association of India (ACMA) have said that this will also further slowdown the economy as auto industry is a major contributor to the GDP.

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Do not delay clearance of imported Chinese auto components: Auto industry

Our Bureau | New Delhi | Updated on June 29, 2020 | Published on June 29, 2020



Representative Image - Reuters

The auto industry on Monday urged that the manual inspection of imported consignments from China should be avoided as that is delaying manufacturing of automobiles.

The Society of Indian Automobile Manufacturers (SIAM) and the Automotive Component Manufacturers Association of India (ACMA) have said that this will also further slow down the economy as auto industry is a major contributor to the GDP.

"Inordinate delays in clearance due to congestions at port could eventually impact manufacturing of vehicles in India. The industry is piecing itself together as growth is limping back; any further disruption at this juncture is

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Publication: Hindu Business Line

Headline: [Auto sector must take a pause and recalibrate: ACMA chief](#)

With Unlock 1.0 now underway, Deepak Jain feels the auto industry could do well without any disruptions for a while. In his dual role as President of ACMA (Automotive Component Manufacturers Association) and Chairman & MD of Lumax Industries, he had his hands full during the near 70-day lockdown.

Auto sector must take a pause and recalibrate: ACMA chief

Murali Gopalan | Mumbai | Updated on June 09, 2020 | Published on June 09, 2020



Deepak Jain, President of ACMA - The Hindu

Deepak Jain says the industry needs time to recover from Covid-19 and overregulation

With Unlock 1.0 now underway, Deepak Jain feels the auto industry could do well without any disruptions for a while. In his dual role as President of ACMA (Automotive Component Manufacturers Association) and Chairman & MD of Lumax Industries, he had his hands full during the near 70-day lockdown.

“Today, in the current situation we need to focus on Bharat Stage VI and not have more regulations...it is important to take a pause and recalibrate for the benefit of the automotive ecosystem,” says Jain. He is categorical that the industry has suffered from overregulation in recent times, which has only resulted in price hikes across vehicle categories. This has been in

Publication- Hindu business Line

Headline: [GST rate cut for vehicles is a low-hanging fruit to drive demand: ACMA President](#)

With the Indian automotive industry expected to hit decadal-low volumes this fiscal due to the Covid-19 pandemic, the outlook for the auto component sector is bleak in the near term. While auto-parts makers across clusters have restarted their operations, challenges remain in scaling up their operations from both the supply and demand sides. Deepak Jain, President, Automotive Component Manufacturers'

GST rate cut for vehicles is a low-hanging fruit to drive demand: ACMA President

G Balachandar | Chennai | Updated on June 18, 2020 | Published on June 17, 2020



The auto parts industry may see a capex cut of \$3-3.5 billion in two years on Covid-19 impact, says Deepak Jain

With the Indian automotive industry expected to hit decadal-low volumes this fiscal due to the Covid-19 pandemic, the outlook for the auto component sector is bleak in the near term. While auto-parts makers across clusters have restarted their operations, challenges remain in scaling up their operations from both the supply and demand sides. Deepak Jain, President, Automotive Component Manufacturers' Association of India (ACMA), spoke to *BusinessLine* on what the future for the industry looks like. Edited excerpts:

What are the major challenges you face in Unlock 1.0?

Publication: Live Mint

Headline: [Govt should help in creating demand to help MSMEs get out of pandemic crisis: ACMA's Deepak Jain](#)

In order to help the tier two and three component manufacturers survive this Covid-19 induced economic slowdown, the union government should help create demand in the domestic market which will translate into more business for these entities, said Deepak Jain, president Automotive Component Manufacturers Association of India (ACMA) at Mint's Pivot or Perish webinar on Thursday.

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Deepak Jain, president Automotive Component Manufacturers Association of India (ACMA)

Govt should help in creating demand to help MSMEs get out of pandemic crisis: ACMA's Deepak Jain

2 min read . Updated: 25 Jun 2020, 08:51 PM IST
Malyaban Ghosh

- The automotive sector has been adversely hit by the spread of the Covid-19 pandemic as sales crashed since March
- According to SIAM, sales of vehicles across categories could decline in the range of 25% to 35% due to the current economic slowdown

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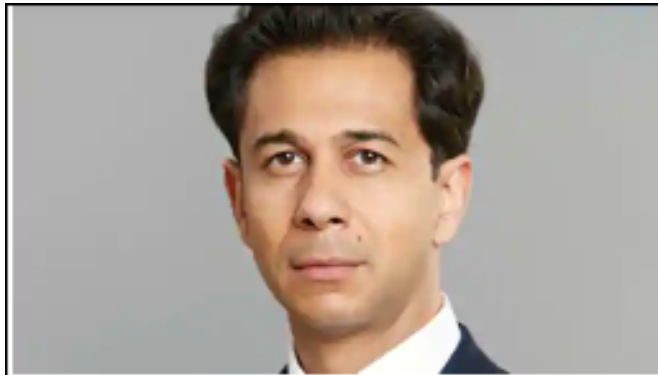
Topics
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In order to help the tier two and three component manufacturers survive this Covid-19 induced economic

Publication: Live Mint

Headline: [Pivot or Perish: India should focus on improving local manufacturing in next few years](#)

India should try to localize most of the goods that are presently imported from China in the next few years but the Centre should balance emotion with the economy while devising ways to counter China immediately, said executives at *Mint's* Pivot and Perish webinar on Thursday.



Deepak Jain, president, Automotive Component Manufacturers Association of India

Pivot or Perish: India should focus on improving local manufacturing in next few years

2 min read . Updated: 25 Jun 2020, 10:50 PM IST

Malyaban Ghosh

According to Deepak Jain, president, Automotive Component Manufacturers Association of India, there needs to be a balance between the emotions and the economy, when it comes to retaliating against China



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Malyaban Ghosh: India should try to localize most of the goods that are presently imported from China in the next few years

Publication: Live Mint

Headline: [Lenders see small and medium businesses making a recovery soon](#)

Small businesses may struggle with cash flows once the loan moratorium is over, but the future is not all gloom and doom for them, panelists at *Mint's* Pivot or Perish webinar on micro, small and medium enterprises (MSMEs) said.



Naushad Forbes, co-chairman, Forbes Marshall,

Lenders see small and medium businesses making a recovery soon

2 min read · Updated: 26 Jun 2020, 05:30 AM IST

[Shayan Ghosh](#)

- The government has already pledged ₹5 trillion support to the MSME sector, the backbone of the Indian economy
- MSMEs are also worried about sourcing raw material from China, amid calls to boycott its products in the wake of the Ladakh border clash



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Small businesses may struggle with cash flows once the loan moratorium is over, but the future is not all gloom and doom for them, panelists at *Mint's* Pivot or Perish webinar on micro, small and medium enterprises (MSMEs) said.

The economy is showing signs of recovery, and many MSME borrowers are repaying lenders, they said. MSMEs are also worried about sourcing raw material from China, amid calls to

Publication: Live Mint

Headline: [India's auto and pharma sectors not ready to wean off China](#)

Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, [automobiles](#) and pharmaceuticals, say this is easier said than done. Like many countries, India relies on China for products such as electronic components.

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FILE PHOTO: Demonstrators burn products made in China and a defaced poster of Chinese President Xi Jinping during a protest against China, in New Delhi, India, June 22, 2020 (REUTERS)

India's auto and pharma sectors not ready to wean off China

2 min read · Updated: 26 Jun 2020, 05:45 AM IST
Reuters

- New Delhi told firms to find ways to cut imports from China
- Two big industries, automobiles and pharmaceuticals, say this is easier said than done

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NEW DELHI: Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, [automobiles](#) and pharmaceuticals, say this is easier said than

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Headline: [Consumer demand needs to pick up for the key sector to stay afloat](#)

While easy access to affordable credit is an important factor in helping small businesses stay afloat, any improvement in their prospects will not happen till consumer demand picks up. Speakers at the *Mint's* Pivot or Perish webinar on the MSME sector said the Centre must step in to ensure increased spending for demand to return.

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Photo: Reuters


Consumer demand needs to pick up for the key sector to stay afloat

1 min read · Updated: 26 Jun 2020, 07:56 AM IST
[Tanya Thomas](#)

Experts say there is a need to focus on demand as MSMEs will be running against time, if demand doesn't pick up

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MUMBAI : While easy access to affordable credit is an important factor in helping small businesses stay afloat, any improvement in their prospects will not happen till consumer demand picks up. Speakers at the *Mint's* Pivot or Perish webinar

Publication: Financial Express

Headline: [Vehicle production will be impacted due to delay in Chinese component imports: SIAM backs ACMA](#)

Automotive Component Manufacturers Association of India (ACMA) has issued a statement regarding the possible impact on vehicle production due to delays in component imports from China. The statement comes following the government's decision to subject import consignments from China to 100 percent manual inspection, resulting in inordinate delays in clearance.

Vehicle production will be impacted due to delay in Chinese component imports: SIAM backs ACMA

Imports from China are subjected to a 100 percent manual inspection which leads to inordinate delays, says ACMA adding that some auto component imports from China are critical for vehicle production.

By: [Abhilasha Singh](#)

Updated: Jun 29, 2020 7:47 PM



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2021 BMW G 310 R, G 310

Publication: The Financial Express

Headline: [SIAM, ACMA fear impact on vehicle production due to delay in imports clearance, here's why](#)

Automotive industry bodies SIAM and ACMA on Monday sought timely clearance of imports in ports, stressing that inordinate delay in port clearances across the country, due to manual inspections, would put further pressure on the industry in terms of manufacturing.

SIAM, ACMA fear impact on vehicle production due to delay in imports clearance, here's why

SIAM says that amid border tensions with China, all consignments imported from the neighbouring country are reportedly being subjected to 100% manual inspection, resulting in inordinate delays in clearance. Here is how this can impact vehicle production.

By: FE Bureau

Updated: Jun 30, 2020 10:20 AM



Automotive industry bodies SIAM and ACMA on Monday sought timely clearance of imports in ports, stressing that inordinate delay in port clearances across the country, due to manual inspections, would put further pressure on the industry in terms of manufacturing. Society



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F1 2020: Bottas claims Austrian GP pole with record lap for Mercedes as Ferrari struggles

Publication: The Financial Express

Headline: [Huge job losses near if demand continues to be weak: ACMA](#)

Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid the ongoing coronavirus aka Covid-19 pandemic, industry body ACMA has said. With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce to keep their businesses afloat, the industry body added

Huge job losses near if demand continues to be weak: ACMA

The auto component industry that employs roughly 50 lakh people, declined by 18 per cent last year and this year again, it is expected to shrink between 20 per cent to 40 per cent. Even if the companies resume work fully at present, they will not require that much of work force due to the muted demand in the market.

By: PTI

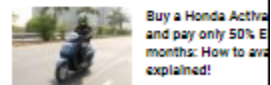
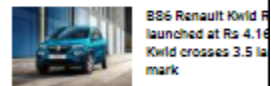
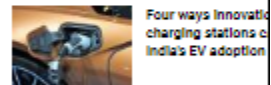
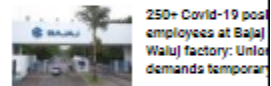
Published: June 8, 2020 10:39 AM



Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid the ongoing coronavirus aka Covid-19 pandemic, industry body ACMA has said. With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce in order to keep their businesses afloat, the industry body added. "Till demand is back, there will be concerns about financial stress, job losses and liquidity management. These concerns will continue to remain and only go away when we are back to normal," Automotive Component



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Publication: Bloomberg Quint

Headline: [The Pandemic Hastens Automation of Low-Paid Jobs For Auto Parts Suppliers](#)

When Sunil Arora planned to restart his auto-parts factory in Ghaziabad, just outside Delhi, nearly two months ago, he anticipated fewer workers would turn up. Many of them had returned home after India's lockdown to contain Covid-19 froze economic activity and prompted a mass exodus unseen since the partition. Amid uncertainty about a recovery, the supplier of pistons, piston-rings and castings

The Pandemic Hastens Automation Of Low-Paid Jobs For Auto Parts Suppliers

Nishant Sharma
@nishantstv

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Published on June 24 2020, 2:00 PM
Last Updated on June 25 2020, 9:16 AM



When Sunil Arora planned to restart his auto-parts factory in Ghaziabad, just outside Delhi, nearly two months ago, he anticipated fewer workers would turn up.

Many of them had returned home after India's lockdown to contain Covid-19 froze economic activity and prompted a mass exodus unseen since the partition. Amid uncertainty about a recovery, the supplier of pistons, piston-rings and castings to companies including Maruti Suzuki India Ltd. and TVS Motor Co. intends to switch to low-cost automation.

"I'm not going to hire anymore," Arora, owner of Abilities India Piston and Rings Ltd., told BloombergQuint over the phone. His firm is now operating at 75% manpower at 300 employees, including those with diplomas and low-skilled migrant workers. Arora said he plans to invest about Rs 1 crore this year to automate processes like 'pick and place' and inspections and reduce manual intervention on eight manufacturing lines through low-cost robotics. "The idea is that it should pay back in the same financial year."

Shortage of manpower during the pandemic may hasten automation of low-paid jobs in India, the kind of work that draws millions of unskilled workers to industrial belts. That may be another headache for policymakers as the nation battles unemployment. But for the \$57-billion auto component sector, employer to nearly 5 million, it's a question of survival. Even before the outbreak, according to Automotive Component Manufacturers Association of India, business shrunk 13-15% in the year ended March as Indians cut spending. This fiscal, it fears a 15%

Publication: Bloomberg Quint

Headline: [Auto-Parts Makers Expect Short-Term Pain If Chinese Imports Get Costlier](#)

India's plan to curb Chinese imports can put pressure on its auto components industry that's already grappling with the effects of a prolonged slowdown and virus-induced shutdown. The Bureau of Indian Standards is considering tougher import norms for at least 370 items that can be locally produced, Bloomberg reported on Thursday, citing unnamed officials. Discussions are also on to raise import

Auto-Parts Makers Expect Short-Term Pain If Chinese Imports Get Costlier

Nishant Sharma
@nishantstv

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Published on June 25 2020, 5:59 PM
Last Updated on June 25 2020, 7:52 PM

India's plan to curb Chinese imports can put pressure on its auto components industry that's already grappling with the effects of a prolonged slowdown and virus-induced shutdown.

The Bureau of Indian Standards is considering tougher import norms for at least 370 items that can be locally produced, [Bloomberg reported](#) on Thursday, citing unnamed officials. Discussions are also on to raise import duty on furniture, compressors for [air-conditioners](#) and auto components. That comes when India is embroiled in a [border standoff](#) that killed 20 Indian and an unknown number of Chinese soldiers earlier this month.

Weaning Indian automakers away from China may be difficult as more than a quarter of their global imports worth \$17.5 billion come from that nation, according to the Auto Component Manufacturers Association.

And Chinese imports stretch across the value chain—from drivetrains and engine parts to electronics and electrical bits. Component-wise, the maximum dependence is in the two-wheeler and passenger vehicle segments.

It isn't easy to set up capacity directly in India, and the short-term impact of curbs can be negative, Ashish Modani, vice president and co-head of corporate ratings at ICRA, told BloombergQuint. He said that in the case of certain components, especially in the engineering and transmission side, the move could be detrimental for the industry. "We could see some positive impact in the medium to long term."

Publication: Financial Post

Headline: [India plans incentives for auto companies to boost exports-sources](#)


India is drawing up an incentive scheme for the autos sector aimed at doubling exports of vehicles and components in the next five years, four sources with direct knowledge of the matter told Reuters. The Department of Heavy Industries (DHI) has sought feedback from auto industry groups on the initial proposal, which suggests giving incentives over five years to increase local production and procurement for export, the sources said.


India plans incentives for auto companies to boost exports-sources

REUTERS
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6:17 AM EDT

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NEW DELHI — India is drawing up an incentive scheme for the autos sector aimed at doubling exports of vehicles and components in the next five years, four sources with direct knowledge of the matter told Reuters.

The Department of Heavy Industries (DHI) has sought feedback from auto industry groups on the initial proposal, which suggests giving incentives over five years to increase local production and procurement for export, the sources said.

The incentives would be based on the sales value of vehicles or components and eligible companies would need to meet certain conditions, including a minimum revenue and profit threshold and presence in at least 10 countries, two of the sources said, adding the form the incentives would take had not been decided.

DHI did not immediately respond to a request for comment.

The move is part of India's effort to create 'champion' sectors to attract investment, generate jobs and boost manufacturing, and comes amid calls by

Publication: Money Control

Headline: [Manual inspection of imports from China leading to delays: Auto parts association, SIAM](#)

imports of auto components from China are being subjected to one-hundred percent manual inspection resulting in inordinate delays in clearance, a lobby body of the parts and vehicle associations said. [Several auto component and vehicle manufacturing companies](#) have complained of 'very high' congestion at the Mumbai port after their shipments that sailed from China got stuck. Sources said the Automotive Components Manufacturers Association (ACMA) has received multiple concerns from its members regarding the blockade.

Manual inspection of imports from China leading to delays: Auto parts association, SIAM

China made up 27 percent or \$4.75 billion out of the total \$17.6 billion imports done by India

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Explaining the complexity of the automotive value chain and the need for permitting clearance of imports, Deepak Jain, President ACMA, said: "Some of the items imported from China are critical components such as parts of

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Publication – Money Control

Headline- [Huge job losses imminent if demand remains weak: ACMA](#)

Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus pandemic, industry body ACMA has said. With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce to keep their businesses afloat, the industry body added.

Huge job losses imminent if demand remains weak: ACMA

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With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce in order to keep their businesses afloat, the industry body added.

"Till demand is back, there will be concerns about financial stress, job losses and liquidity management. These concerns will remain and only go away when we are back to normal," Automotive Component Manufacturers Association of India (ACMA) President Deepak Jain told PTI.

Even if the companies resume work fully they will not require that much of workforce due to muted demand in the market, he said.

RELATED NEWS "So, in such a scenario, even if we don't like, there would be job losses. It is



Publication – The Outlook

Headline- [Auto industry bodies fear delay in imports clearance may impact vehicle production](#)

automobile industry bodies SIAM and ACMA on Monday expressed concern over import consignments from China being subjected to manual inspection, saying that inordinate delays in clearance at ports could lead to disruption in vehicle manufacturing across the country. The industry bodies said such act is best avoided as the sector is limping back towards growth.

Outlook

THE NEWS SCROLL

29 JUNE 2020 Last Updated at 8:01 PM | SOURCE: PTI

Auto industry bodies fear delay in imports clearance may impact vehicle production

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(Eds: Updating with SIAM comments)

New Delhi, Jun 29 (PTI) Automobile industry bodies SIAM and ACMA on Monday expressed concern over import consignments from China being subjected to manual inspection, saying that inordinate delays in clearance at ports could lead to disruption in vehicle manufacturing across the country.

The industry bodies said such act is best avoided as the sector is limping back towards growth.

The auto sector has been trying to recover from the setbacks of a prolonged slowdown last year and the impact of coronavirus pandemic induced lockdown.

"Inordinate delays in clearance due to congestions at port could eventually impact manufacturing of vehicles in India," Society of Indian Automobile Manufacturers (SIAM) President Rajan Wadhwa said in a statement.

He further said, "The industry is piecing itself together as growth is limping back; any further disruption at this juncture is best avoided."

Earlier in the day auto components makers body ACMA had sought timely clearance of imports from China, saying that delay in clearing such items could lead to disruption in vehicle manufacturing across the country.

According to the Automotive Component Manufacturers Association of India (ACMA) import consignments from China were being subjected to one-hundred per cent manual inspection resulting in inordinate delays in clearance.

"The automotive value chain is a highly complex, integrated and interdependent one; non-availability of even a single component can, in fact, lead to stoppage of the vehicle manufacturing lines," ACMA President Deepak Jain said.

Some of the items imported from China are critical components such as parts of engines and electronics items for which the domestic auto component industry is yet to develop competence, he added.

Post the lockdown, production in the components industry is gradually picking up in tandem with growth in vehicles sales, it is therefore in the best interest of the industry and the economy that any further disruptions are best avoided, Jain said.

He said the auto component industry in India is committed to the "Atma-nirbhar vision" of Prime Minister Narendra Modi.

The entire automotive value chain in the country is around USD 118 billion of which import of auto components is USD 4.75 billion, 4 per cent of the total auto industry turnover, Jain noted.

Amid heightened border tensions with China, Indian customs officials have started physical inspection of all consignments coming from the neighbouring country based on intelligence inputs, official sources had told PTI last week.

Sources further said that although physical inspection is resulting in delayed clearance of goods, in current situation the customs officials would have to work in coordination with other intelligence agencies. PTI MSS RKL MR

Disclaimer :- This story has not been edited by Outlook staff and is auto-generated from news agency feeds. Source: PTI

Publication – The Outlook

Headline- [Indian auto component industry aims to cut dependence on Chinese imports: ACMA](#)

The USD 57 billion-Indian auto component industry has started taking steps towards "deep localisation" to de-risk business from Chinese imports with the border dispute between the two countries only acting as a catalyst to speed up the process, according to industry body ACMA.

Outlook

THE NEWS SCROLL

24 JUNE 2020 Last Updated at 12:28 PM | SOURCE: PTI

Indian auto component industry aims to cut dependence on Chinese imports: ACMA



New Delhi, Jun 24 (PTI) The USD 57 billion-Indian auto component industry has started taking steps towards "deep localisation" to de-risk business from Chinese imports with the border dispute between the two countries only acting as a catalyst to speed up the process, according to industry body ACMA.

Further, the domestic automobile industry is also seeking to cut dependence on Chinese imports after facing severe shortage of critical components due to the coronavirus pandemic, as companies based out of China currently continue to be the leading suppliers of automotive components.

In 2018-19 India imported auto components worth USD 17.6 billion, of which 27 per cent - USD 4.75 billion - were from China.

"With COVID-19 and associated lockdowns, all economies and industries have started to look inwards and minimise their reliance-on imports," Automotive Component Manufacturers Association of India (ACMA) Director General Vinnie Mehta told PTI.

The auto industry in India has started to de-risk itself and is working on deep-localisation, he said, adding that the recent standoff between India and China will only hasten the process.

There is no denying that the industry needs to be "atmanirbhar" and companies and the government should together define a roadmap and deliver accordingly, he stated.

"This cannot be done singularly by either the industry or the government, both will have to work in tandem," Mehta said.

Ease of doing business, availability of capital at lower rates and globally competitive logistics and energy costs are some of the prerequisites that the government should look into to ensure growth of the domestic auto component industry, he added.

He, however, stressed on avoiding any knee-jerk reactions in the current situation.

"Post the lockdowns, our value chains (including automotive) have been severely disrupted and are in disarray. We are gradually piecing them together. Any further disruptions would only be detrimental to the interest of industry and the economy," Mehta said.

He noted that while encouraging localisation strategy, the country should also not shy away from investments coming from China.

"India should welcome investments from China as they are needed for job creation and technology absorption. We should, however, not be serving our domestic market on a platter, we should ensure that investments lead to creation of Indian IPs as also exports," Mehta said.

The major component imports from China include drive transmission and steering parts, electronic and electrical items, cooling systems, suspension and braking parts.

Lack of technological competence with domestic players in various segments like electronics and BSVI components and sheer price advantage are the two main factors which support Chinese imports, Mehta said.

ACMA represents over 800 manufacturers who contribute more than 85 per cent of the auto component industry's turnover in the organised sector. PTI MSS ANS ANS

Publication – The Outlook

Headline- [Huge job losses imminent if demand remains weak: ACMA](#)

Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus pandemic, industry body ACMA has said. With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce to keep their businesses afloat, the industry body added.

Outlook

THE NEWS SCROLL

07 JUNE 2020 Last Updated at 3:44 PM | SOURCE: PTI

Huge job losses imminent if demand remains weak: ACMA



New Delhi, Jun 7 (PTI) Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus pandemic, industry body ACMA has said.

With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce in order to keep their businesses afloat, the industry body added.

"Till demand is back, there will be concerns about financial stress, job losses and liquidity management. These concerns will remain and only go away when we are back to normal," Automotive Component Manufacturers Association of India (ACMA) President Deepak Jain told PTI.

Even if the companies resume work fully they will not require that much of workforce due to muted demand in the market, he said.

"So, in such a scenario, even if we don't like, there would be job losses. It is temporary workforce right now but if demand doesn't pick up it could be others as well," Jain noted.

He added that the auto industry body SIAM has already predicted an annual downturn of 35-40 per cent due to COVID-19 situation.

"So in that is the case in two years you are reducing 50 per cent and if that is the case, if demand generation does not come through, or there is support on demand generation, then definitely there will be contraction in jobs as well," Jain noted.

The auto component industry, which employs roughly 50 lakh people, declined by 18 per cent last year and this year again expected to contract between 20 per cent to 40 per cent.

"There is excess capacity and hence there is no point in expanding capacities right now," Jain said, when asked if the auto component companies plan to curtail investments due to the current situation.

The auto component industry is one of the top five stressed sectors right now, others being hospitality, aviation etc, he added.

"We were already going through 15 month of downturn, so when we got into this coronavirus pandemic we were not in the best of financial health," Jain said.

When asked what steps on the part of the government would help bringing sector back on track, he said: "As an auto industry we have been having a long pending demand on rationalisation of GST. We are also hoping that the scrappage policy comes through".

Besides, in order to boost demand, there should be priority lending on auto loans, and auto dealers and service stations should be included under the MSME Act, he added.

Similarly, ACMA Director General Vinnie Mehta said while some of the issues of the MSMEs have been addressed though the recent announcements, the larger enterprises, which create bulk of the employment, continue to face significant working capital crunch.

"It would indeed be a great gesture on part of the government if it could support the industry by paying a certain proportion of wages and salaries of our employees," he added.

Publication – The Outlook

Headline-[Auto component industry should aim for 5 pc of global trade in 5 years; govt support crucial: ACMA](#)

The Indian auto components industry should look at enhancing exports and target at least 5 per cent of the total global trade, which stands at around USD 1.3 trillion, in the next five years, according to a top industry executive. For achieving such target, government support in terms of favourable policies would be crucial, Automotive Component Manufacturers Association of India (ACMA) Director General Vinnie Mehta told PTI.

Outlook

THE NEWS SCROLL

28 JUNE 2020 Last Updated at 2:16 PM | SOURCE: PTI

Auto component industry should aim for 5 pc of global trade in 5 yrs; govt support crucial: ACMA



New Delhi, Jun 28 (PTI) The Indian auto components industry should look at enhancing exports and target at least 5 per cent of the total global trade, which stands at around USD 1.3 trillion, in the next five years, according to a top industry executive.

For achieving such target, government support in terms of favourable policies would be crucial, Automotive Component Manufacturers Association of India (ACMA) Director General Vinnie Mehta told PTI.

Support from the government would not only act as a catalyst for business growth but help the the industry become self-reliant as well, he added.

Currently, the Indian auto component industry exports 25 per cent of its production -- USD 15.1 billion, with the US and the EU accounting for 65 per cent of exports, Mehta said.

"The global trade in auto components is USD 1.3 trillion and the Indian auto component industry has a minuscule share of 1.3 per cent. We should aspire for at least 5 per cent of the global trade share in the next five years. However, for this, government support will be critical," he noted.

While the industry will have to deliver technologically relevant, globally price-competitive products with consistent quality, the government will have to ensure ease of doing business in its true sense and to overcome disabilities of capital logistics and energy, Mehta said.

"With 9-11 per cent borrowing rate, India has one of highest costs of capital, on logistics, we are disadvantaged by 10-12 per cent and our energy costs need to be globally competitive," he added.

The industry and the government will need to commit to each other to be "atma-nirbhar", he said.

In 2018-19, the Indian auto component industry's revenue stood at USD 57 billion, contributing 2.3 per cent to the country's gross domestic product.

In comparison, turnover of Chinese auto component industry stood at USD 550 billion last year. PTI MSS HRS

Disclaimer :- This story has not been edited by Outlook staff and is auto-generated from news agency feeds. Source: PTI

Publication – NDTV

Headline- [India's Auto, Pharma Sectors Not Ready To Wean Off China](#)

Days after a border clash with China this month in which 20 Indian soldiers were killed, New Delhi told firms to find ways to cut imports from China. But two big industries, automobiles, and pharmaceuticals, say this is easier said than done. Like many countries, India relies on China for products such as electronic components and drug ingredients because it cannot make them or source them elsewhere as cheaply, company and industry figures say.

India's Auto, Pharma Sectors Not Ready To Wean Off China


India relies on China for products such as electronic components and drug ingredients.

Economy | Reuters | Updated: June 26, 2020 10:38 am IST

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Publication – Express Drive

Headline- [Deep salary cuts and job losses in India's auto components industry](#)

India's auto components sector has an annual turnover of around USD 57 billion and employs 50 lakh people. Two months of lockdown have severely hit demand and the components industry has initiated deep salary cuts and most temporary workers have been laid off, said Vinnie Mehta, Director General, Auto Components Manufacturers Association.

Deep salary cuts and job losses in India's auto components industry

Updated : June 10, 2020 06:27 AM IST

> Industry experts are not ruling out another lockdown due to the massive spike in COVID-19 cases.



Publication- News 18

Headline - [Govt to Roll Out Incentives for Auto Companies to Double Exports in Next Five Years](#)

The Department of Heavy Industries (DHI) has sought feedback from auto industry groups on the initial proposal, which suggests giving incentives over five years to increase local production and procurement for export, the sources said.

Govt to Roll Out Incentives for Auto Companies to Double Exports in Next Five Years

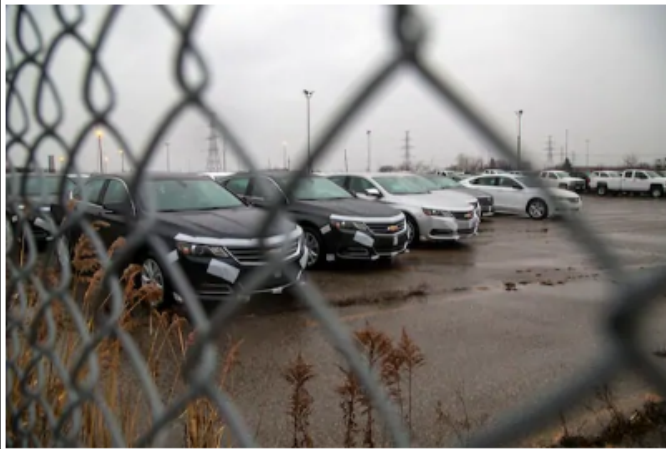


Image for Representation (Pic Source: Reuters)

The move is part of India's effort to create 'champion' sectors to attract investment, generate jobs and boost manufacturing.

● REUTERS ● NEW DELHI
● LAST UPDATED: JUNE 30, 2020, 10:28 AM IST

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India is drawing up an incentive scheme for the autos sector aimed at doubling exports of vehicles and components in the next five years, four sources with direct knowledge of the matter told Reuters.

The Department of Heavy Industries (DHI) has sought feedback from auto industry groups on the initial proposal, which suggests giving incentives over five years to increase local production and procurement for export, the sources said.

Publication – Times Now News

Headline [Chinese imports held up at ports will disrupt supply chain: Indian auto industry](#)

The ongoing tensions between India and China have had quite far-reaching consequences for various industries. Case in point: The Indian automotive sector, which has been severely affected due to imports from China being held up at ports. In fact, that was putting it mildly.

Chinese imports held up at ports will disrupt supply chain: Indian auto industry

| Car News



Times Drive Desk

Updated Jun 30, 2020 | 12:12 IST



The industry believes the progress it has made post the lockdown could be lost if Chinese automotive imports continue to be held up.



The ongoing tensions between India and China have had quite far-reaching consequences for various industries. Case in point: The Indian automotive sector, which has been severely affected due to imports from China being held up at ports. In fact, that was putting it mildly; the industry says this delay in clearance of Chinese imports is ravaging the industry's supply chain. Never a good thing, for any industry for that matter. But back to the story -- and as the situation continues to deteriorate, industry bodies Society of Indian Automobile Manufacturers (SIAM) and Automotive Component Manufacturers Association of India (ACMA) have appealed to the authorities to clear the

Publication – The Pioneer

Headline - [‘Delay in imports clearance may impact vehicle production’](#)

Automobile industry bodies SIAM and ACMA on Monday expressed concern over import consignments from China being subjected to manual inspection, saying that inordinate delays in clearance at ports could lead to disruption in vehicle manufacturing across the country.

‘Delay in imports clearance may impact vehicle production’

Tuesday, 30 June 2020 | PTI | New Delhi

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The industry bodies said such act is best avoided as the sector is limping back towards growth.

The auto sector has been trying to recover from the setbacks of a prolonged slowdown last year and the impact of coronavirus pandemic induced lockdown.



“Inordinate delays in clearance due to congestions at port could eventually impact manufacturing of vehicles in India,” Society of Indian Automobile Manufacturers (SIAM) President Rajan Wadhera said in a statement.



He added, “The industry is piecing itself together as growth is limping back; any further disruption at this juncture is best avoided.”



Earlier in the day auto components makers body ACMA had sought timely clearance of imports from China, saying that delay in clearing such items could lead to disruption in vehicle manufacturing across the country.



According to the Automotive Component Manufacturers Association of India (ACMA) import consignments from China were being subjected to one-hundred per cent manual inspection resulting in inordinate delays in clearance.



“The automotive value chain is a highly complex, integrated and interdependent one; non-availability of even a single component can, in fact, lead to stoppage of the vehicle manufacturing lines,” ACMA President Deepak Jain said.

Some of the items imported from China are critical components such as parts of engines and electronics items for which the domestic auto component industry is yet to develop competence, he added.

Publication – Deccan Herald

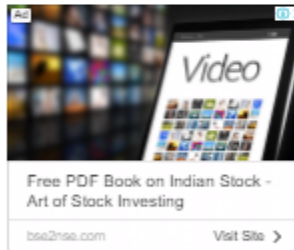
Headline- [Centre mulls ban on import of nonessentials from China](#)

Annapurna Singh, DHNS, JUN 26 2020, 20:56 ISTUPDATED: JUN 27 2020, 11:08 IST Representative image
Amid a widespread call to boycott Chinese products, the Centre is mulling restricting only non-essential imports from the neighboring country.



Representative image

Amid a widespread call to boycott Chinese products, the Centre is mulling restricting only non-essential imports from the neighbouring country.



Inward shipment in sectors such as automobiles, pharmaceuticals, certain electronics and others, which helps boost productivity and create job opportunities will continue until a domestic alternative is found.

"India will gradually move towards import substitution. It will not happen overnight. In the meantime, attention has to be paid on production and job creation. We cannot throttle our industry. There are certain absolutely essential imports. Needless to say, those will keep going," according to official sources.

He said both the government and the industry are in the process of identifying products that can be domestically manufactured in the medium term. There are certain chemicals, automotive components, handicrafts, cosmetics, agriculture items and certain consumer electronics, which can be manufactured

Publication – Deccan Chronicle

Headline- [Huge job losses imminent in automotive sector if demand remains weak: ACMA](#)

Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus pandemic, industry body ACMA has said.

Huge job losses imminent in automotive sector if demand remains weak: ACMA

PTI
Published Jun 7, 2020, 2:28 pm IST Updated Jun 7, 2020, 2:28 pm IST



He added that the auto industry body SIAM has already predicted an annual downturn of 35-40 per cent due to COVID-19 situatio



 Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus. (AFP Photo)

New Delhi: Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus pandemic, industry body ACMA has said.

Publication – Telangana Today

Headline- [Huge job losses imminent if demand remains weak: ACMA](#)

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Huge job losses imminent if demand remains weak: ACMA




By PTI | Published: 7th Jun 2020 6:01 pm

New Delhi: Auto component sector may see huge job losses if the automotive sector continues to face headwinds due to lack of demand amid coronavirus pandemic, industry body ACMA has said.

With muted demand and excess capacities already in place, the auto component makers would have to cut down on their workforce in order to keep their businesses afloat, the industry body added.



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“Till demand is back, there will be concerns about financial stress, job losses and liquidity management. These concerns will remain and only go away when we are back to normal,” Automotive Component Manufacturers Association of India (ACMA) President Deepak Jain told PTI.

Even if the companies resume work fully they will not require that much of

Publication – In Shots

Headline- [Auto industry planning deep localisation to cut China imports: ACMA](#)

The Director General of Automotive Component Manufacturers Association of India, Vinnie Mehta, said the industry has started planning steps towards "deep localisation" of business to reduce imports from China. India imported components worth \$4.75 billion from China in 2018-19.



Auto industry planning deep localisation to cut China imports: ACMA

short by Anushka Dixit / 06:58 pm on 24 Jun 2020, Wednesday

The Director General of Automotive Component Manufacturers Association of India, Vinnie Mehta, said the industry has started planning steps towards "deep localisation" of business to reduce imports from China. India imported components worth \$4.75 billion from China in 2018-19. However, Mehta stated India "should welcome investments from China" and not serve "our domestic market on a platter".

[read more at Deccan Herald](#)

Publication – BS Motoring

Headline- [Disruptions in Chinese imports will hurt their recovery: Automobile firms](#)

The Indian automobile industry has sounded alarm bells over delays in Customs clearance for imports from China. The move, they said, would hurt the recovery of the industry, which has been reeling from the shock of a yearlong slowdown further worsened by the Covid-19 pandemic.

Disruptions in Chinese imports will hurt their recovery: Automobile firms

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The Indian automobile industry has sounded alarm bells over delays in Customs clearance for imports from China. The move, they said, would hurt the recovery of the industry, which has been reeling from the shock of a yearlong slowdown further worsened by the Covid-19 pandemic.

Amid heightened tensions along the Line of Actual Control with China, all shipments coming from China are being physically checked at ports and airports by Customs officials following a nationwide alert regarding enhanced risk weightage ascribed to consignments from that country. This is delaying shipments of crucial automobile components, said executives of auto players.


“Inordinate delays in clearance because of congestions at ports could eventually impact the manufacturing of vehicles in India. The industry is piecing itself together as growth is limping back; any further disruption at this juncture is best avoided,” said Rajan Wadhwa, president, Society of Indian Automobile Manufacturers (SIAM).

Publication – Auto Tech Review

Headline- [ACMA, SIAM Call for Quicker Clearance of Chinese Imports](#)

The Covid-19 pandemic has resulted increased scrutiny and a 100 % manual inspection of the import consignments from China. This has led to a new problem of inordinate delays in clearance and thus delay in production in the auto industry.

ACMA, SIAM Call for Quicker Clearance of Chinese Imports



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Presidents for both ACMA and SIAM have called for a quicker clearance for the Chinese imports as 100% manual inspections of the consignments are leading to uneven production schedules across the automotive industry.

The Covid-19 pandemic has resulted increased scrutiny and a 100 % manual inspection of the import consignments from China. This has led to a new problem of inordinate delays in clearance and thus delay in production in the auto industry. For the automotive value chain that operates as a highly complex, integrated and interdependent environment, non-availability of even a single component can, in fact, leads to stoppage of the vehicle manufacturing lines.


The entire automotive value chain in the country is around \$115 bn of which import of auto components is \$4.75 bn, 4 % of the total auto industry turnover. Some of the items imported from China are critical components such as parts of engines and electronics items for which the industry is yet to develop domestic competence.

Deepak Jain, President ACMA, has called for permitting of imports to be cleared and remarked that post the lockdown, production in the component industry is gradually picking up in tandem with growth in vehicles sales, it is therefore in the best interest of the industry and the economy that any further disruptions are best avoided.







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It is understood that import consignments from China are being subjected to 100 percent manual inspection, which is resulting in inordinate delays in clearance. While there is no official government for such manual checks, the much-delayed consignments are bad news for India Auto Inc and the supply chain.

ACMA and SIAM flag off supply chain issues due to delay in getting Chinese-made parts AUTO COMPONENTS

By Autocar Pro News Desk, 29 Jun 2020

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ACMA president Deepak Jain: "Some of the items imported from China are critical components such as parts of engines and electronics items for which we are yet to develop domestic competence."

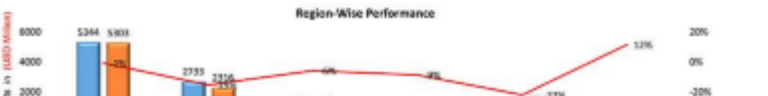
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The past few days have seen news about inordinate delays in Indian industry receiving import consignments from China, possibly a result of the collateral damage in the relationship between the two countries as a result of recent clash in Ladakh.

It is understood that import consignments from China are being subjected to 100 percent manual inspection, which is resulting in inordinate delays in clearance. While there is no official government for such manual checks, the much-delayed consignments are bad news for India Auto Inc and the supply chain.

Auto Components Industry Import Performance: H1 FY20

Region-Wise Performance



Region	Import Value (USD Million)	% Change
Region 1	5344	20%
Region 2	5808	15%
Region 3	2735	10%
Region 4	3226	5%
Region 5	3734	0%
Region 6	4242	-5%
Region 7	4750	-10%
Region 8	5258	-15%
Region 9	5766	-20%
Region 10	6274	-25%
Region 11	6782	-30%
Region 12	7290	-35%
Region 13	7798	-40%
Region 14	8306	-45%
Region 15	8814	-50%
Region 16	9322	-55%
Region 17	9830	-60%
Region 18	10338	-65%
Region 19	10846	-70%
Region 20	11354	-75%
Region 21	11862	-80%
Region 22	12370	-85%
Region 23	12878	-90%
Region 24	13386	-95%
Region 25	13894	-100%

Publication – Auto Car Professional

Headline- [Continuing headwinds for India Auto Inc could mean huge job losses: ACMA](#)

The automotive component sector may see huge job losses if the automobile sector continues to face headwinds due to lack of demand amid the coronavirus pandemic, apex component supplier body Automotive Component Manufacturers Association of India (ACMA) has said.


Continuing headwinds for India Auto Inc could mean huge job losses: ACMA AUTO COMPONENTS

By **Autocar Pro News Desk**, 08 Jun 2020

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Deepak Jain, President, ACMA.



Vinnie Mehta, Director-General, ACMA.



The automotive component sector may see huge job losses if the automobile sector continues to face headwinds due to lack of demand amid the coronavirus pandemic, apex component supplier body Automotive Component Manufacturers Association of India (ACMA) has said.

The auto component industry, which employs around five million, saw its sales decline by 18 percent last year. This year, given the existing market situation, demand is expected to contract between 20 percent to 40 percent.

With muted demand and excess capacities already in place, the auto component makers would have to cut down on its workforce in order to keep their businesses afloat, the industry body said.


Publication – Car and Bike




Headline- [Congestion Of Auto Components Imported From China May Lead To Production Delays](#)


The Coronavirus situation has adversely disrupted the Indian auto industry. With an eroded supply chain, production has been dwindling and achieving sales targets has been a challenge. Moving forward things are expected to get even worse due to the delay of imported component clearances at Ports which eventually are expected to take a toll on manufacturing of CKD vehicles.

Congestion Of Auto Components Imported From China May Lead To Production Delays

Some of the items imported from China are critical components such as parts of engines and electronics items which still cannot be sourced from local component manufacturers.

By  Shubham Parashar | Updated: 29-Jun-20 07:40 PM | 3,926 Views



Some of the items imported from China are critical components.

The Coronavirus situation has adversely disrupted the Indian auto industry. With an eroded supply chain, production has been dwindling and achieving sales targets has been a challenge. Moving forward things are expected to get even worse due to the delay of imported component clearances at Ports which eventually are expected to take a toll on manufacturing of CKD vehicles. All import consignments from China are being subjected to manual inspection resulting in inordinate delays in clearance.

Highlights

- Some of the items imported from China are critical components.
- CKD models with higher localisation levels will be adversely impacted.
- All import consignments from China are being manually inspected.

Publication – Rush Lane


Headline- [Lakhs of jobs may be lost in auto component industry this year](#)

COVID-19 has stretched its damage beyond the health of mankind and brought down several businesses to a standstill. Global automotive industries have faced some of the worst from the outbreak. Several automakers are still making desperate efforts to minimize further losses. As India moves halfway through its fifth phase of COVID-19 lockdown, automotive facilities (plants, showrooms, and service outlets) in green and orange.


Lakhs of jobs may be lost in auto component industry this year

ABHINAND VENUGOPAL JUNE 8, 2020

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Automotive Component Manufacturers Association of India (ACMA) hints at job cuts if demand doesn't grow in the coming days

COVID-19 has stretched its damage beyond the health of mankind and brought down several businesses to a standstill. Global automotive industries have faced some of the worst from the outbreak. Several automakers are still making desperate efforts to minimise further losses. As India moves halfway through its fifth phase of **COVID-19 lockdown**, automotive facilities (plants, showrooms and service outlets) in green and orange zones have opened following proper safety and social-distancing protocols.



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OEMs have tried to make the **best out of the worst** by introducing online sales platforms, with limited-period benefits to get potential customers on board. Through these dedicated platforms, customers can book, opt for a test drive, make the full payment and get a vehicle delivered at their doorsteps in a safe, sanitised environment. In spite of having such convenience, sales still remain on the lower side.

As an indirect result, India's automotive component sector is going through a rough phase as well. The substantially lower demand for new cars might result in massive job cuts in the near future. Deepak Jain, President of Automotive Component Manufacturers Association of India (ACMA), shares that there will be growing concerns on finance, job security and liquidity if matters do not attain normalcy in the months to come.